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EDITORIAL

EDITOR

Sam Fortescue
020 7349 3752
sam.fortescue@chelseamagazines.com

DEPUTY EDITOR

Emma Bamford
020 7349 3753
emma.bamford@chelseamagazines.com

SENIOR SUB-EDITOR

Henry Giles
henry.giles@chelseamagazines.com

ART & PRODUCTION EDITOR

Claire Wood

PUBLISHING CONSULTANT

Martin Nott

ADVERTISING

ADVERTISEMENT MANAGER

Jodie Green
020 7349 3722
jodie.green@chelseamagazines.com

SALES EXECUTIVE

Charlie Whitcombe
020 7349 3742
charlie.whitcombe@chelseamagazines.com

ADVERTISEMENT PRODUCTION

Allpoints Media Ltd
allpointsmedia.co.uk

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The Chelsea Magazine Company Ltd

Jubilee House, 2 Jubilee Place,
London, SW3 3TQ
Tel: 020 7349 3700

MANAGING DIRECTOR

Paul Dobson
sarah.porter@chelseamagazines.com

DEPUTY MANAGING DIRECTOR

Steve Ross
steve.ross@chelseamagazines.com

COMMERCIAL DIRECTOR

Vicki Gavin
vicki.gavin@chelseamagazines.com

PUBLISHER

Simon Temlett
simon.temlett@chelseamagazines.com

BRAND MANAGER

Ginny MacLean
ginny.maclean@chelseamagazines.com

Subscriptions and back issues
+44 (0)1795 419842

Sailing Today, 800 Guillat Avenue,
Kent Science Park, Sittingbourne, ME9 8GU
Tel: 01795 419842

Email: sailingtoday@servicehelpline.co.uk

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Skipper's View

THOSE WHO HAVE COMPLETED ATLANTIC CROSSINGS
UNDER SAIL ARE STILL A PRETTY EXCLUSIVE CLUB



HAPPY NEW YEAR, readers. Winter has come at last, and the forecast is for it to deepen its icy grip on these islands.

Perhaps you'll just tog up all the warmer before you head out for a sparkling, frosty afternoon sail. Or perhaps you'll join those sailors who decide that enough is enough, and turn their noses towards the Caribbean for a week of warm-water charter in shorts and T-shirts. There were plenty of them visiting the holiday stands at the London Boat Show this year, looking for a last-minute deal.

If your thoughts are turning south-westward and you missed our 36-page charter guide in the last issue, don't worry – you can now download it from our website: sailingtoday.co.uk

That other great mainstay of Caribbean sailing, the Atlantic Rally for Cruisers, is our lead feature this month. The renowned and much-loved ARC has just celebrated its 30th edition, helping 254 yachts cross from the Canaries to St Lucia. Over 30 years, it means that the ARC has got more than 6,000 boats across to the other side, and some 30,000 sailors.

It's hard to find an estimate for the number of boats that sail east to west across the Atlantic each season – no one monitors or records their passages methodically. The various sailing rallies account for about 350; numerous races probably add another 200 or so; then there are the so-called NARC-ers, who shadow but don't join the ARC, and the many who just quietly make their own way across. I may be way out, but I'd guess only around 1,000 sailing boats cross the Pond each year, making it a pretty exclusive club. In the other direction, it's probably less than half that number.

So in my book, respect is due to all those who have taken part in the ARC over the years – and you can read the stories of four of them in this issue, on pp18–25.

Also, remember that you can again save 20 per cent plus postage on a range of Imray books and charts, using the codes inside. Just click on to sailingtoday.co.uk/shop and start saving!

Sam Fortescue, editor

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editor@
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CONTRIBUTORS



NEIL PAWSON is an engineer and a naval architect who once designed Southerly yachts



GORDON BUCHANAN has lived and sailed in Scotland all his life, and is author of *Shetland Islands Pilot*



DUNCAN WELLS is principal of Westview Sailing, author of *Stress Free Sailing* and creator of the MOB Lifesaver

 455

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BREAKING RULES . SETTING TRENDS

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First in a new technical series



All lit up

PHOTO BY BRIAN EGAN
DEMOTIX/PA IMAGES

Sailing barge *Juno* displays some festive, strictly non-nautical lighting in her rigging on 21 December. Standing on a jetty among the marshes at Morston, north Norfolk, the photographer has captured the sand close to low water, and the Northern Lights glimmering in the distance. The steel-hulled barge was launched in 2000 by Charlie Ward Traditional Boats, and despite her size, draws just 2ft 6in. This makes her ideal for nosing in here, among the creeks and shallows behind Blakeney Point with its famous seal colony.





Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

UK MARINE INDUSTRY POSTS GROWTH

The UK marine industry has grown for the fourth consecutive year, figures show.

Information released by British Marine during the London Boat Show stated that industry revenue in 2014/15 was £2.97bn – up 1.1 per cent on the previous year's market. Sailing yacht manufacture counted for

£75m of that – but was down 7.2 per cent on 2013/14.

The strength of the domestic market helped overall growth, including charters in Britain, which generated £131m, and sales of secondhand boats, particularly by British-based brokers selling yachts kept overseas, British Marine

said. Charter “performed particularly well... capitalising on the increasing popularity of the UK with international visitors”.

It added: “Strong results were also seen in insurance, financial and brokerage services, as domestic and international customers continue to seek UK expertise.”



WCC/LUCIA VAN SEVICH

Project aims to sail Britain



C/O SAIL BRITAIN COASTLINE PROJECT

An architect is putting together a project to sail around the coast of Britain and get people involved with the UK's maritime heritage, culture and identity.

Oliver Beardon has set up the Sail Britain Coastline Project that will divide the coast into two-week sections. Artists, writers, scientists and historians will sail with him and build a ‘patchwork narrative’ of the coastline, which will be exhibited and published in various places. He is looking for a boat, funding and crew to take part in the voyage, which will begin in April 2017. For more, go to sailbritaincoastlineproject.wordpress.com.

Skilled sailors recognised

Adventurous sailors have been honoured for their abilities with a series of awards.

A couple who sailed from Malaysia to Alaska via Japan and the Aleutian islands have won the Royal Cruising Club Challenge Cup.

Mike and Hilde Gill completed the cruise on their Nautique Santonge 44 *Quicksilver*. The RCC's Romola Cup went to Jim Lott for a trip from Chile through the Beagle Channel

to Cape Hatteras via Brazil.

Awards for contributing valuable pilotage information to the RCC Pilotage Foundation went to Gavin and Georgie McLaren and Trevor Robertson.

Other winners were Bob Bradfield, Skip Novak and Julian Mustoe (see p26 for our interview with him).

Finally, Angus Watson was awarded the RYA's Yachtmaster of the Year

award trophy – presented by Sir Robin Knox-Johnston at the London Boat Show – for demonstrating his sailing skills while sitting his yachtmaster exam.



C/O MIKE AND HILDE GILL

ACCESS WALES

Saundersfoot Harbour in Pembrokeshire has added new facilities for visiting yachts. There are new deep-water outer harbour swinging moorings and three new 15m-long (50ft) pontoons, plus an inner harbour pontoon for easy access. Saundersfoot is planning major developments over the next few years which will see it become the Wales International Coastal Centre.

● **RULES HAVE COME into force in Phuket, Thailand, which state all foreign-owned yachts arriving and departing the island must be fitted with, and be using, AIS.** The rules, talked about for some time, were effective from 1 January.



World ARC fleet sets sail

The World ARC fleet left Rodney Bay in early January (*above*), bound for Santa Marta, Colombia. After transiting the Panama Canal, they are set to visit Galapagos, the Marquesas, Society Islands, Tonga, Fiji, Vanuatu, Queensland, Australia before a stop-off at Bali.

Next they cross the southern Indian Ocean, calling at Cocos, Mauritius and Reunion before stopping in South Africa for Christmas. In January 2017 they will depart across the Atlantic to Brazil, with a stopover in St Helena, finishing in St Lucia in April.

In this fifth edition of the World ARC, organised by the World Cruising Club, the fleet ranges from the 35ft (10.6m) Albin Strauss *Ain't Fancy* to Oyster 62 *Wishanger II*; they are flying 18 flags and have crew of 20 nationalities. The next World ARC will depart St Lucia in January 2017.

OCC warns of Trinidad piracy

The Ocean Cruising Club has issued an alert to yachts sailing near Trinidad and Tobago after two incidents of armed piracy in 10 days.

Both robberies happened during the day and involved Venezuelan-looking 18-20ft pirogues with 120-130hp

outboards. Each boat had five or six robbers on board, several armed with rifles.

In both attacks the sailing yachts were boarded, the boats ransacked and cash, passports, boat papers, phones, watches and other valuables stolen. No one was injured.

OCC commodore John Franklin said that the club was working with local authorities to do "everything possible to combat this new threat".

Waters further south, closer to the Venezuelan islands, are notorious for piracy.



GOING UP



OYSTER YACHTS

OYSTER'S ORDER BOOK. It is hiring 50 extra staff to deliver £70m of yachts, including its first 118



DOLLY THE CAT stowed away on a five-week cruise before a yacht's owners were able to reunite her with her owners in Cowes



C/O NORWEGIAN

THE COST OF FLYING to a Caribbean charter. Norwegian has launched routes to Guadeloupe and Martinique from the US from £34, and UK-US from £186 one-way



C/O CORNELL SAILING

BLUE PLANET Odyssey fleet will head south around the Cape of Good Hope, instead of the intended route via the north Indian Ocean on their circumnavigation

GOING DOWN



Sailors' favourite bars named



ALAN DOP/SPORTS IMAGES WALES

The bar at Plas Heli Sailing Academy in Wales and the Pier View pub in Cowes have been voted the best sailors' bars in the world.

The facilities beat off competition from Bermuda, Hong Kong and the US to jointly take the title of Wight Vodka World's Favourite Yachting Bar in 2015 after 26,000 people voted. Last year's winner was the King and Queen in Hamble.



C/O USCG

Parents' safety bid

Perry Cohen went missing in Florida in July after going fishing. Their boat was found capsized two days later.

The Stephanoses have set up a foundation to raise awareness of boating accidents and to make tools and technology like EPIRBs and PLBs available to prevent future tragedies.

Parents who lost their son in a boating accident have launched a campaign to increase the use of EPIRBs and PLBs.

Blu and Carly Stephanos's 14-year-old son Austin, pictured, and his friend

lower the cost of boating – and therefore hopefully encourage boat owners to spend the extra money on safety equipment.

Figures from Cospas-Sarsat, the search-and-rescue satellite system, show that 406 MHz beacons have saved more than 37,000 lives since 1979, including more than 2,000 in 2013 alone.

Mr Stephanos said he hoped he would be "able to protect someone else" from feeling the grief of losing a loved one in a boating accident.

THE INNER HARBOUR of Bridgetown in Barbados once again welcomed a Transatlantic rally fleet after a near 30-year gap



YACHTS TAKING PART IN Cornell Sailing's Islands Odyssey from the Canaries arrived in Bridgetown after 12–16 days at sea



BARBADOS HAD BEEN A LESS FAVOURED first port of call compared with other islands due to lack of facilities



BUT BRIDGETOWN'S SHALLOW draught facility will have 35 extra berths with water and power, due to open this spring



PHOTOS: PETER MARSHALL

THE BARBADOS 50 RALLY will sail from London to the Canaries, Cape Verdes and to Bridgetown, arriving in November in time for independence celebrations

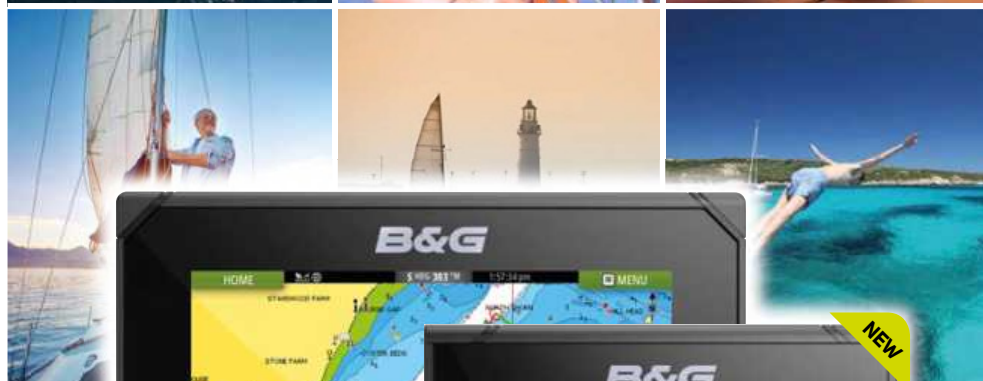
● **CHILE HAS INTRODUCED** strict new quarantine laws. Skippers and crew must declare at every port visited or face a €3,000 fine. Authorities have powers to order food, plant and animal products to be destroyed.

Key Facts

2013 – 2015	2014 – 2015
6 COUNTRIES England, Scotland, Sweden, Australia, Bermuda and South Africa	45,091 SAILORS
£306,831 Contributed to 20 INSPIRING BOATING PROJECTS	11,268 VOLUNTEERS
32 NEW INSTRUCTORS TRAINED introduced to the sport of which 22% were disabled	62 PARTICIPATING COUNTRIES

BART'S INFO

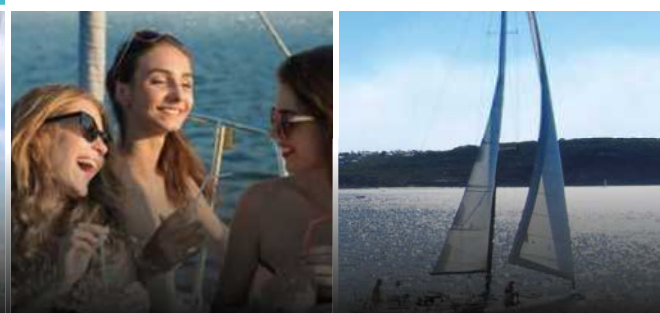
Bart's Bash, the global sailing event to raise money for sailing projects around the world via the Andrew Simpson Sailing Foundation, has released an infographic showing participation and results since its launch in 2013. This year's event will be on 17 and 18 September.



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A Passion for Sailing



HEMIS/ALAMY

Threatened by weed

First holidaymakers in the Caribbean were affected by sargassum weed blooms – now sailors on both sides of the tropical Atlantic are reporting problems. **Emma Bamford** reports.

Transatlantic cruisers are experiencing a new hazard at sea – giant floating mats of seaweed.

The Caribbean nations of the Dominican Republic through to Barbados and down to Tobago were affected by enormous blooms of sargassum weed last summer and a few months later the mats had spread to Mexico and even Texas.

It reached mounds 10ft (3m) tall on some beaches, covering the sand completely and forming a sulphurous stench as it rotted in the sun. There were reports of holidaymakers cancelling their trips and authorities used emergency funding to clear away truckloads of the weed.

For sailors, the impact can be far worse than turning the ocean an unattractive, murky brown.

Sargassum weed is a form of brown algae. Unusually, it does not attach to the seabed, but floats and grows on the water's surface. It can clump together in large mats of free-floating weed and there have been reports of it clogging the waters from as far west as Mexico and Texas and as far east as the coast of west Africa.

Solo non-stop circumnavigator Donna Lange's yacht got stuck in a dense, foot-thick mat of weed off Sierra Leone in dead calm conditions late last year. "When we hit a batch, the boat would slow down to a hush just sliding through the deep weeds, barely making headway," she blogged. "The steering vane rudder couldn't handle that at all. It kept breaking away." She could get out only by manually clearing a path ahead for her 28ft (8.5m) yacht.

Sucked up into an engine's cooling water system, weed can quickly clog a strainer and, unnoticed, lead to overheating. It could also stop the propeller from turning if you needed to switch on your engine, for example in an emergency situation like a man overboard.

Chris Tibbs, weather routing expert for the World Cruising Club among others, was sailing across the Atlantic with the ARC on his Wauquiez Centurion 40s *Taistealai* (see pp18-25 for more on the ARC) when the weed caused trouble for his trip this winter.

Power sources

"We wanted to make it the whole way across without running the engine," he said. "We have other power sources including a wind generator, solar panels and a Watt & Sea hydrogenerator.

"But the sargassum weed was a lot further south this year than I've seen it before. It was so bad that we couldn't

use the Watt & Sea one night and had to run the engine for power instead.

"It was awful. It even got caught in the rudder and sail drive and we had to sail backwards to get it off."

The sailing community is helping to record the impact and reach of the weed, with yachts from the Seven Seas Cruising Association, Salty Dawg Rally and the ARC taking part. Joan Conover of cruising yacht *Growltiger* is helping to co-ordinate a citizen science project, feeding data to Dr Jim Franks at the Gulf Coast Research Laboratory of the University of Southern Mississippi.

She said: "During our trip to the BVIs in November 2015, we had two volunteer oceanographers/biologists who helped collect sargassum samples, and did a water sample from the middle of the Gulf Stream as a baseline. We then tested drying samples, providing the best result to Dr Franks. This experiment gives citizen science volunteers an ability to provide samples from a very difficult, shipboard environment."

She added: "Some vessels now back up and pull forward several times if in the weed to try and clear the underwater parts."

Dr Franks is running a reporting site where people can log their observations at usm.edu/gcrl/sargassum/sargassum_observation.form.php. The laboratory is working to identify the source of the weed and examine its movements and causes.

He said: "In recent memory no one has seen anything of this magnitude. This began in 2010 and hit western Atlantic countries in 2011. It's the blooming that's unusual. One of the Volvo Ocean Race boats (*Team Alvimedica*) sent me some good data of encounters with sargassum as they sailed from Brazil up to the Caribbean islands. At times it was quite an issue for them. Eventually we'd like to work with colleagues who can track the weed by satellite."

The new normal?

Scientists have various theories about why the weed bloom has been so bad in the past few years. Christopher Columbus was the first to record the weed, in 1492. It tricked them into thinking they were closer to land than they were. But 2011 onwards saw much bigger blooms than usual, prompting one expert, Brian

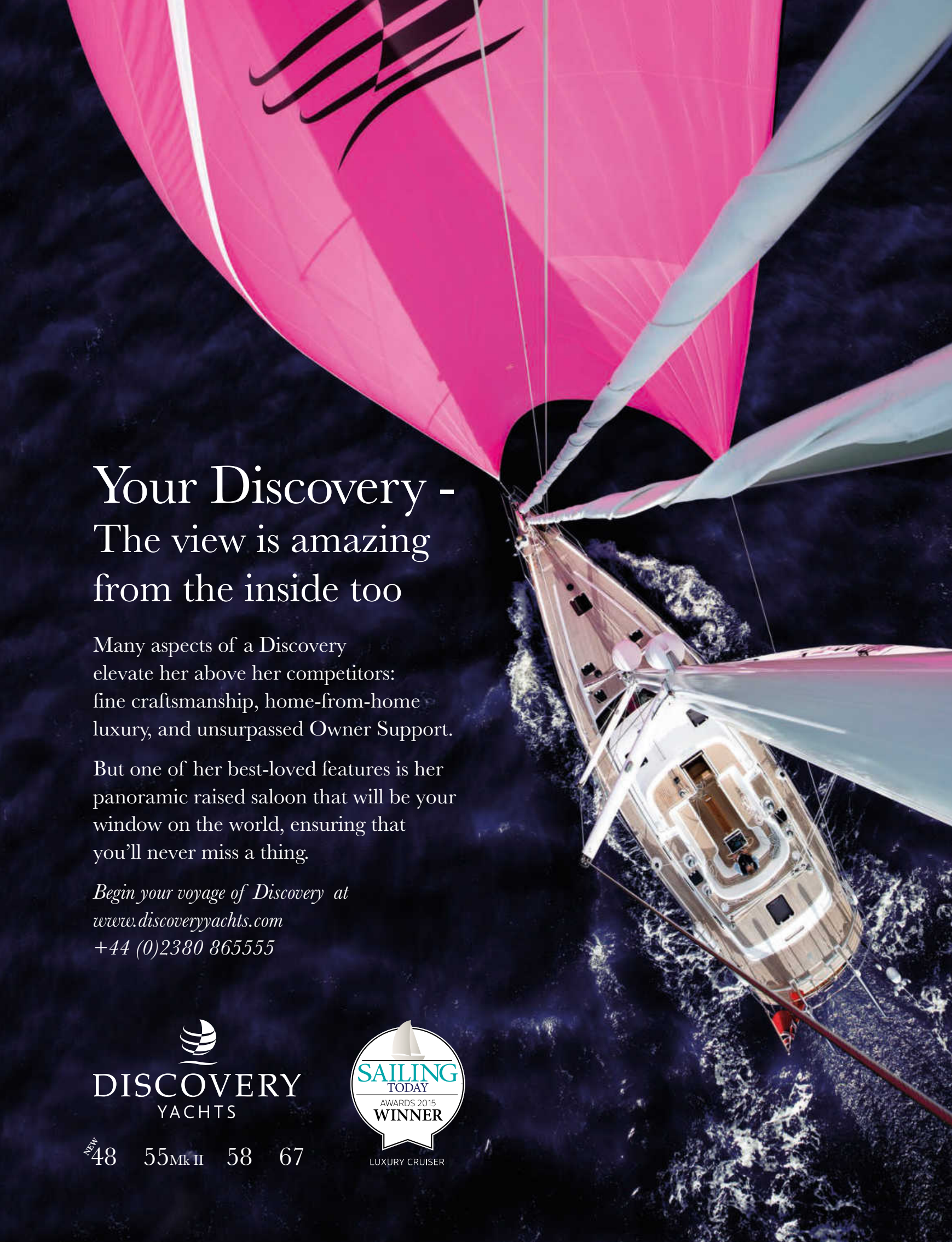
Lapointe from Florida Atlantic University, to suggest that 'this could be the new normal'.

Reasons put forward include rising ocean temperatures and changing ocean currents because of climate change. Others believe that fertilisers running off large rivers such as the Amazon might be



JOAN CONOVER

fuelling the weed's growth, as could the 2010 Deep Water Horizon oil spill disaster and clean-up in the Gulf of Mexico.



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Pointer 25

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The Pointer 25 is one of a growing fleet of fast, handy daysailers that Dutch boatyards seem to be turning out at present. This latest addition to the fleet features decent levels of comfort and roominess combined with sparkling performance. She's easily trailerable and comes with an inboard diesel.

She stands out from the crowd thanks to the builder's approach to

customisation. By breaking up the interior into removable modules, a prospective buyer can tailor the yacht to their requirements cheaply and easily. This is a concept adopted on some mid-range cruisers such as the Bavaria Easy 9.9, but is not usually seen on smaller yachts.

● pointeryachts.com

Saffier SC 6.50 Cruise

£tbc

Dutch yacht manufacturer Saffier has made a fine name for itself producing seaworthy daysailers that combine classic looks with sparkling performance. The new

6.50 Cruise promises to uphold its good name. She's essentially a refined and revamped version of her predecessor the Saffier Sc 6.5 and features a new keel which improves righting moment and tweaks to the rig and layout.

The Saffier also features a new 'green' engine package which gives you the option of choosing an electric motor instead of the standard diesel unit.

The self-tacking jib means she will be easy to control and a revamped layout increases the amount of space available.

● saffieryachts.com



X-Yachts X4

£203,000

X-Yachts' Xc range certainly opened up new horizons for fans of the brand, yet there is no question that the Danish boatbuilder's racy Xp performance range was a step too far for some cruisers. The X4 is one of an all-new line of yachts that looks to redress that balance. This 41-footer is not an out and out racer, but she is a good deal more performance orientated than the Xc range.

The hull will feature carbon-fibre reinforced vacuum epoxy construction, which helps to keep the weight well down, while a torpedo keel and generous rig hint at excellent performance. Meanwhile, down below, the X4 will feature a well appointed interior which is a distinct upgrade on the Xp range and also increased fuel and water tankage to ensure you can cruise long distances at high speed.

● x-yachtsgb.com





NEW GENERATION

Beneteau Oceanis 41.1

£120,000

The new Beneteau Oceanis 41.1 was launched in October and promises to be another hit for the popular French manufacturer. The Finot/Conq-designed hull is beamier aft than the previous Oceanis 41 and this allows for an extremely roomy cockpit. Combine

this with her chined hull and you get very generous accommodation below too. The cockpit layout has been tweaked and the mast has also been shifted further aft than on the previous model to give better balance.

Beneteau also offers four different

layout options, allowing a potential buyer far greater scope than previously. There is also a choice between a light oak and dark mahogany finish down below.

● beneteau.co.uk

More 55

£259,000

Over the years a number of yachts have been designed almost exclusively with the charter market in mind. Generally the results are unspectacular, but you could never say that of the More 55, which has been designed by Italy's Maurizio Cossutti specifically to operate as the flagship for More Charter, a Croatia-based charter company.

You would expect a yacht that was built purely for the charter market to be built with internal volume in mind as the priority. Not so the More 55; although she certainly is roomy, boasting six cabins, performance has certainly not been overlooked. The boat is sharp as a wedge forward with a deep 2.7m keel promising a stiff, powerful yacht. The interior fit out also looks stylish and thoroughly modern.

More plans to build 10 yachts for its own charter fleet and will offer a slightly tweaked layout (presumably with fewer cabins) for private buyers at an attractive price.

● morecharter.com



First rate

EXPERIENCES TO CHERISH | THINGS TO COVET

■ Salmon skin cases

Salmon leather to house your computer

This has got to be the most distinctive laptop case *ST* has ever seen. The Orno LAX Brown case is made out of organic salmon leather from Germany, with a conventional leather lining and integrated foam material that acts as a shock-absorber. Designed to fit a Macbook snugly, in 11, 13 and 15in sizes, it also has a zip closure. The LAX range includes smartphone and tablet cases in white, grey, brown or black. It is bound to draw admiring glances when you pop to the yacht club to check your emails – and more ethical than exotic animal skins, too.

- c£260 (€350)
- jamesedition.com



■ Thames houseboat

Wood-burning stove at heart of 90ft Lighter accommodation

You can't get closer to living on the water than this. This 90ft (27.4m) Thames Lighter, which was rebuilt in 2012 a century after her launch, has a single-tier upper saloon, full galley (including a wood-burning range cooker), and double glazing.

In the lower deck there are three double bedrooms, two shower rooms and an office/nursery. Big enough to forget it's a boat you're living in, rather than a house (apart from the fact that it's in council tax band A and there's no stamp duty due) – and the best part is that she's moored at Salterns Boatyard, Bursledon, so you can sit in the wheelhouse/reading room with a copy of *ST* on your lap and watch the yachts coming and going along the Hamble.

- £350,000
- riversalesandlettings.com



■ Capella resort and marina

Five-star stay-and-sail facilities for a Caribbean holiday

Bringing new meaning to the term 'stay and sail' is the stunning five-star Capella resort and marina in Marigot Bay, St Lucia. The hotel has 57 guest rooms and 67 suites – some with their own plunge pool on their balcony – four restaurants, a spa and the Rum Cave for testing the Caribbean spirit. There's a new elevated pool with swim-up bar and sushi bar, plus a lower level pool that marina guests can use.

The marina below the hotel is in a natural hurricane hole and has its own shops, restaurants and very good supermarket for provisioning. Easily the most luxurious hotel *ST* has ever visited.

- Mooring from c£14 (\$20); berth c£0.70 (\$1/ft), room/suite c£305–£3,050 (\$450–\$4,000) – all per night
- capellahotels.com





BVI alternative Caribbean sans hassle

For those who want to get away to the Caribbean but don't want to have to pull together a large group of family or friends to fill a big catamaran, there's a new option in the BVIs.

The Moorings 38.2 from Beneteau Oceanis arrived in the British Virgin Islands in December. It has a two-cabin layout, so is designed for a maximum of four guests, or would be ideal for a couple.

The boat is designed by naval architects Finot-Conq with a wide beam aft to generate more momentum with less heel. There are twin helms for great visibility when sailing between islands or picking up a mooring. And with an LOA of 36ft 7in (11.2m), it's not too intimidating for those wanting to sail two-up.

- From £1,861 a week
- moorings.co.uk



Lanterns and signs

Briton makes souvenirs from junk

British woman Jo Boxall makes pretty household objects from discarded materials found around St Lucia, "adds some love" and recycles them to give them a new lease of life. Think glass jars turned into hanging lanterns, building materials fashioned into chairs and these cute maritime signs. Make lovely souvenirs if you're cruising in the Windward Isles and she takes custom orders, too.

- From £15
- recyclo.it

Boat stamp

Create a stamp to ease your passage

If you're cruising in Asia, a boat stamp is pretty much a prerequisite when it comes to filling in all the paperwork – and some cruisers have had to fill out extra forms to explain why they don't carry one.

English Stamp, based in Dorset, will create a bespoke stamp for you to smooth the official waters. Its stamps have solid beech handles and the rubber stamp is cut out by hand. Design your own including your boat's name, country of registration and registration number – and upload via the website.

- From £16
- englishstamp.com



THE RALLY TURNS 30

The Atlantic Rally for Cruisers has completed its third decade. Four skippers who took part in this latest transat also sailed in the first, 1986 ARC.

Emma Bamford caught up with them in St Lucia to find out what's changed



It is 1986. Prince Andrew marries Sarah Ferguson, Chris de Burgh's *Lady in Red* is number one for three weeks, a surprising plan to build an underwater tunnel linking England and France is announced and prime minister Margaret Thatcher opens the M25.

PEL/CANARIAS 7
In the Canary Islands, 203 yachts of assorted sizes, from 16ft to 62ft get ready to jump off across the Atlantic Ocean, bound for Barbados, corralled together for the first time in an organised group by keen cruising sailor Jimmy Cornell. Jimmy, a journalist, had travelled to the Canaries to

interview skippers about to set off on transatlantics. Their stories gave him an idea – to form a rally that focused on fun but gave sailors a feeling of security and confidence, especially if it was their first time.

November 2015. Margaret Thatcher has been dead for two years, Fergie is a long-distant memory and no one baulks at the idea of taking a train under the English Channel. This time, 258 yachts set off from the Canary Islands, bound for the Caribbean in the 30th edition of the Atlantic Rally for Cruisers.

Much has changed in the past three decades – mullet hairstyles

are no longer de rigueur thank goodness – but the cruising sailor's desire to take on the Atlantic Ocean has not dimmed. The ARC, run by the World Cruising Club since 2006 after Jimmy retired in 1998 and Sir Chay Blyth's Challenge business ran it in the interim, has been held every year since, giving advice and support to sailors taking on the 2,700-mile journey.

Also changed are boat sizes, technology, even the final destination (Barbados was dropped after a couple of years and replaced by Rodney Bay, St Lucia). But the challenge remains the same: it's you, your crew and your →





boat taking on the Atlantic, leaving Europe behind and heading for the Caribbean's sunnier winter weather and perfect cruising grounds.

Of course, sailors have always crossed the Atlantic on their own, without the support of a rally – and as well as the ARC, there are several smaller transat rallies each year, including one organised by Jimmy Cornell. However the reason the event has remained so popular is, according to Andrew Bishop, WCC's managing director, that sailing across the Atlantic

● **PREVIOUS SPREAD**
The start, 2009

● **ABOVE**
Memories from the 1980s



is an ambition for many sailors. "Since 1986 the Atlantic Rally for Cruisers has provided a framework to help thousands of sailors achieve that ambition, helping turn their dreams into reality," he says.

"Over 30 years of evolution, the ARC in running the rally has embraced changes in technology in particular, to enhance the experience. Participant feedback is extremely important, and our annual surveys of ARC participants help us make small changes to continually improve the event for

their benefit. Taking part in the ARC is tremendous fun, and crossing the Atlantic is a great achievement. And it is for these reasons that the ARC is as popular today as it was for the first rally in 1986."

Jimmy Cornell said: "How could I ever forget the sight of 203 boats setting off across the Atlantic in an event that started off as a whim, and for which I never expected more than 30 or 40 participants? Thirty years later even I have to admit that it was probably one of my best ideas ever."



WCC/JAMES MITCHELL

TIM AITKEN

TRULY CLASSIC 75, BRAVEHEART OF SARK, UK

Tim sailed in the first ARC on his 47ft Wauquiez Centurion Airwave, and also in 1987, 1997 and 2001 on *Braveheart*. In the 30th ARC his son Theodore and two friends crewed with him.

"The first ARC in 1986 was quite an adventure and we took it fairly seriously. The biggest boat that year was 62ft and the smallest was 16ft, the youngest participant was six months old and the oldest 71 years (now I'm at the other end of the scale). It had an extraordinary atmosphere and there were a lot of characters taking part.

"It was free to enter and the only thing that really happened was the skippers' briefing. It was very much an amateur affair. There were many more families, kids and liveaboards than there are now. None of these mega crews or sailing schools. It's much more sophisticated and commercial now and I think it's a sad development having the racing machines turning up and trying to break records [Volvo Ocean Race yacht *Team Brunel* set a record this time, completing the crossing in 8d 7h 39m 30s]. It's the Atlantic Rally for Cruisers.

"When we first came to Las Palmas for the 1986 ARC with *Airwave*, the harbour was absolutely filthy. They've made many changes and expanded the marina so much now. A lot of it is down to Jimmy Cornell.

"Many people were really concerned about that crossing and I gave a speech saying, 'I'm also doing it for the first time – stop worrying about it'.

"That first ARC was full on: we had 35 knots up our backside, we were dragging the boom in the water at one stage, so it was not an easy run. We had eight crew and carried a spinnaker for 12 days and 12 nights and we were full on and leading the fleet [until the



WCC/JAMES MITCHELL



WCC/JAMES MITCHELL

halfway point]. There were times when the boat didn't go under 10 knots.

"Of course we didn't have GPS. We had a wonky satnav that didn't work all of the time. You had to navigate with dead reckoning and a sextant. In the second ARC one boat's crew were having dinner downstairs when they ran into Barbados! We have more technology now but we still do our laundry by hand and dry it on the rails.

"We were the third boat to arrive in Barbados, where there was an extraordinary atmosphere because everybody was rafted up together as there were no facilities there.

"It's changed dramatically: the size of the boats, the size of the crew and obviously there's a lot of 'pro' crew, but when I walked over on to the other pontoons in Gran Canaria, I felt like I was back again in the days of the first ARCs."

● LEFT

Tim Aitken with his son Theodore

● BELOW

Braveheart of Sark is an ARC veteran – as is her skipper. She was voted Most Beautiful Yacht this time by the other ARC participants

PEKKA KARLSSON

LAURIN 32, CORONA AQ, SWEDEN

Pekka was the only person taking part in the same boat he used for the 1986 ARC – his 32-footer designed by Swede Arvid Laurin. He also took part in 1995 and 2001. He and his wife Barbro joined the first ARC+ in 2013 and repeated the ARC+ this time. The Karlssons, now in their 70s, were joined by crew Tomas Nilsson.

"We are the only ones to have the same boat so this is a little special. Our boat is 50 years old, built in 1965 and double-ended, and we've had her for 30 years.

We have cruised in Cuba, Venezuela, the UK, France and Russia, and all along the Baltic Sea coast several times. We've sailed about 200,000nm since 1985. →



WCC/CLAIRE PENGELLY

● RIGHT

Pekka Karlsson on *Corona Aq* in the rally's 30th edition

● BELOW

Pekka prepares the same boat in 1986



PEKKA KARLSSON

"I read about the first ARC and I wanted to do it but I had no crew (I always have three people on board). I picked up one crew in Lisbon and another in Gibraltar, a Swedish woman and a Norwegian man.

"The first ARC was my first Atlantic crossing. The boat wasn't ready but I went and fixed things along the way. We had no instruments; only a sextant and radio signal from Barbados we could pick up from 600nm away.

"Now we have instruments it's very complicated but it's better – plotter, computer, SSB, radar, AIS. We did a roll call every day by SSB so we would hear our position in the fleet and a friend in Sweden sent us the weather each day to the sat phone. With a sextant, the boat is always rolling and it's not so precise.

"We have no watermaker – just like in 1986 – but we do have solar panels and a wind generator. In 1986 we had no power. Now we leave Las Palmas with a full freezer; in 1986 it was only tinned food.

"Another big change is the size of the yachts. In the 1980s 35ft (10.6m) was normal and now it is 45ft (13.7m). We feel smaller – now we're the smallest. But this boat is very strong. We've been knocked down four times but it comes up again. We trust it.

"One thing that hasn't changed is the fishing – it's the same and we caught many. But there's more garbage and plastic. These days we don't throw anything overboard, not even cans.

"And the people are the same. We have made so many friends – more and more every time. I'd tell people thinking of doing the ARC that if you want to make many friends, and you want a feeling of security, then go ahead and do it."

● **ABOVE**
WCC ocean weather router Chris with his sextant



WCC/JAMES MITCHELL



WCC/JAMES MITCHELL

● **ABOVE**
Taistealai and crew

● **BELOW**
Pekka and his crew in the 30th anniversary ARC

CHRIS TIBBS

WAUQUIEZ CENTURION 40S TAISTEALAI, UK

Chris is the World Cruising Club's ocean weather router. He had completed delivery of a Moody 38, *Meanmy*, to the Las Palmas start line of the 1986 ARC for the owner, who called him days later and asked him to come back. This is his second ARC, completed with his wife Helen and crew Jeremy Wyatt, the ARC organisers' communications director, and Will Yonge.

"I didn't know anything about the ARC because the previous year I was away on the Whitbread yacht race and then working in the Med. I delivered the Moody 38 and went home then two days later got a call from the owner and went back to Las Palmas as skipper. I turned up and there were over 200 boats in the marina for the rally.

"After the start, the first afternoon we ended up beating down to the south of the island in very light winds and all night we heard boats motoring around us. However, we were determined to sail the whole way. One day we only did 23 miles in 24 hours. We all went in for a swim as it was absolutely flat. For the rest of the crossing we had a stunning sail and I think we took about 18 days to Barbados. Not bad in a Moody 38.

"There were five of us on board. We had a Walker satnav, which got a position maybe 16 times a day, and a sextant, SSB, very basic wind instruments and a towed generator that kept jumping out of the waves.

"This time for power we had a Watt and Sea hydrogenerator (which powered the fridge and freezer – great for the two large dorado we caught), a Rutland wind generator and solar panels – we used diesel only one night, when there was too much weed to run the Watt and Sea.

"We had one slow day of 109 miles, two of 150 and the rest of 170–200nm. We were delighted. We sailed 70 per cent of the time goose-winged, and the rest under spinnaker or Parasailor.

"Helen and I have done 30 transats between us – but only twice each on the ARC. Helen sailed in the 3rd edition in 1988 on board *Amour* as crew.

"The boats these days are bigger and more complex – big boats with short crews and a lot more people are doing solo watches (we did two-person watches).

"We decided to do it because it's a special anniversary. It's easy to keep putting things off and it's nice to have a goal and the 30th ARC seemed to be a good one to aim for.

"We'll go long distance again, hopefully the trans-Pacific." →

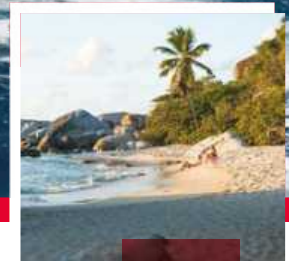


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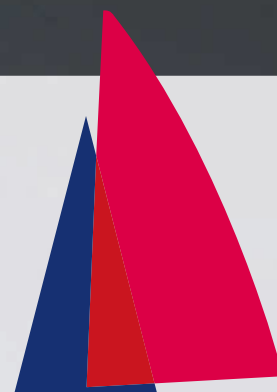
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MANFRED KERSTAN

OYSTER 825, ALBATROS, GERMANY

Manfred has been dubbed Mr ARC by the German media because he has taken part 20 times, on a Swan 61, a Swan 62RS and his new Oyster, all called *Albatros*. Aged 79, he was presented this time with the 'Oldest Skipper' award. He charts berths on his boat to crew who have a keen interest in sailing.

"I had just completed a circumnavigation on my Swan 61 with my friend Vera and it seemed a good way to return to the Caribbean again. We sailed two-up.

"The rally was a lot bigger than expected and made it into Guinness World Records. At that time it was Jimmy and Gwenda Cornell handling the whole business, now the ARC employs many people to look after the sailors.

"There was a lot of fun and I built up friendships with fantastic people. That's why I returned so many times.

"The dimensions and the equipment of the boats have changed. They are bigger and are full of electronics now. In 1986 we used the sextant [Manfred still carries several sextants on board] and had no means of knowing anything about the other boats en route. So it was a big surprise when we heard we came in second. Now so many of my crew have iPads that I don't even have to use my plotter. Then we'd say "Goodbye - I'll call you in three weeks". Now people are on the Iridium every day and friends at home watch where we are online.

"This time we had the best wind conditions I've ever had on an Atlantic crossing (I have done 35 in total) - we clocked more than 250nm in 24 hours several times. It has always taken me between 14 and 18 days. I don't like to



MANFRED KERSTAN

use the engine a lot so we wait for the wind. When it's about 14 days, I really enjoy it - it's always nice to go fast.

"I had a four-berth crew cabin built forward and we had 12 people on board - 11 crew (including two women) and me - and no professionals. The boat was very new and we had big problems [Manfred said he didn't want to discuss the 825 keel issues previously reported in ST, but another issue was the spinnaker pole spigot snapping and one of the two main halyards breaking].

"We take the sailing seriously although we did have a dinner party at the mid-way point. Our watch system is three people on at all times. I cook all of the dinners - chicken soup, fillet steak with potatoes and beans - and we eat as a crew and watch the sunset. In past years we would have maybe only three meals with fresh food but not now.

"It is now my 20th ARC, and I still like it, besides the changes that have occurred. In 1986 there were lots of steel boats and the rally was less competitive. Now the boats are so good and go so fast. The people who do the ARC have changed too. Now it is people who have climbed Everest and now want to cross the Atlantic.

"It's a lot of fun and my doctor told me I should go sailing as long as I could to keep me healthy - so I go on."

● TOP

Manfred Kerstan's Oyster 825 and her crew

● ABOVE

Manfred with ARC silverware in 1989

Sailing Today would like to thank the St Lucia Tourist Board. For information on visiting St Lucia go to saintluciauk.org



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Atlantic Islands, Anne Hammick / RCCPF, Imray

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WCC/JAMES MITCHELL

RALLY FACTFILE

This year the ARC departed on 22 November from Las Palmas, Gran Canaria, heading direct to Saint Lucia, c2,700nm

ARC+ Cape Verdes, which has been running since 2013, departed Las Palmas on 8 November 2015. Leg 1 to Mindelo, Sao Vicente in the Cape Verdes, c850 nm; 3-5 day stopover; Leg 2 to IGY Rodney Bay Marina in St Lucia, c2,150 nm

One of the few rules in 1986

stipulated that every boat should carry a liferaft and an EPIRB. A VHF listening watch was kept for emergencies

Today's regulations stipulate

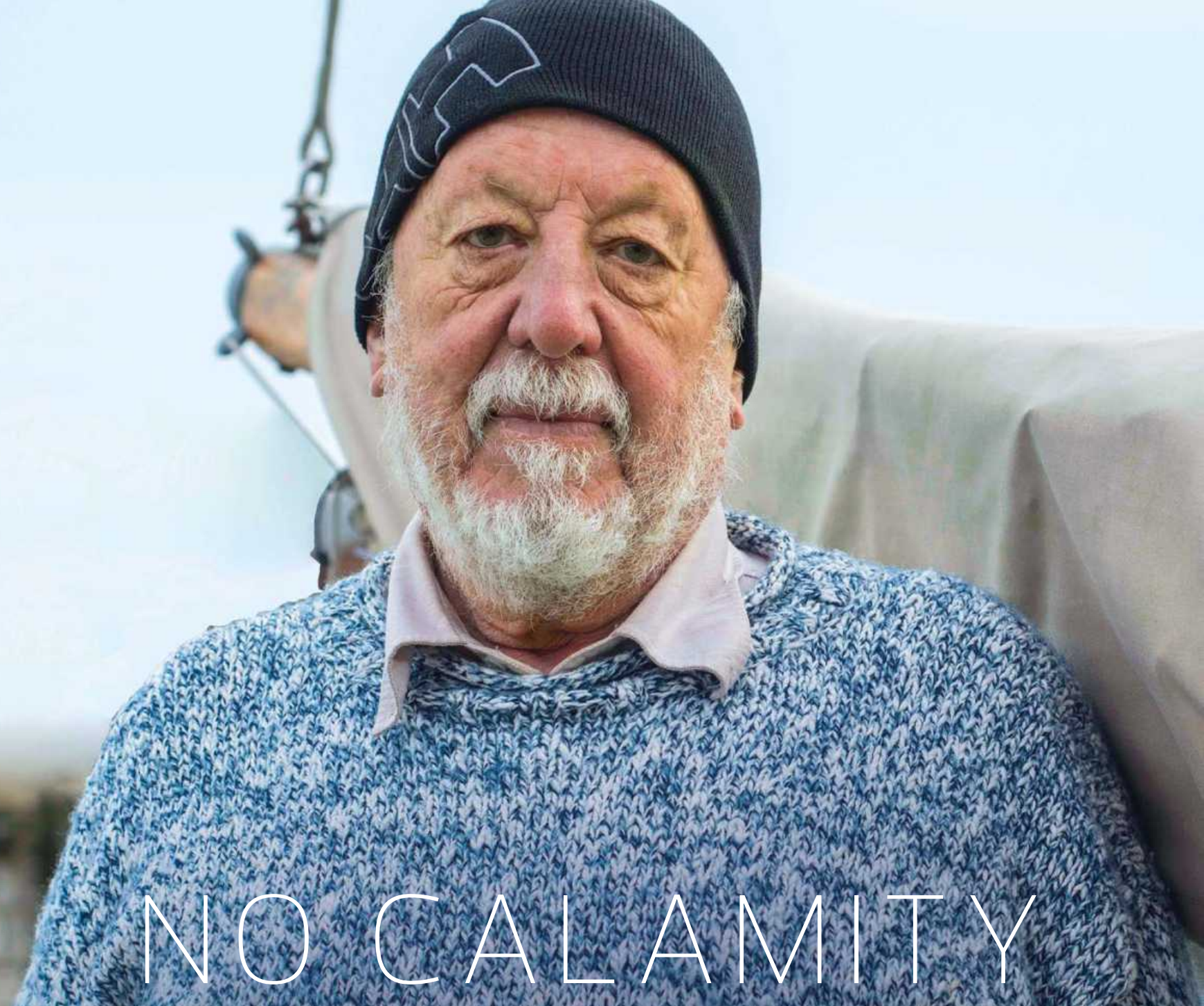
more equipment, including liferaft, EPIRB, long-range comms, VHF, radar reflector, flares, lifebuoys and bilge pumps, and recommend further safety equipment

In 1989 a racing division was introduced. Racing boats make up about 15 per cent of participants and the rest are cruisers, who are allowed limited motoring

Prizes are awarded to every boat taking part, not only for performance on speed or handicap but also for things like best family performance, oldest boat, last arrival and even most troublesome skipper

The biggest fleet was in 1990, with 235 yachts

In 1986 the first yacht in was Deerfoot 62 *Moonshadow*, after 14d 3h 22m. In 2015 the first cruising boats to arrive were X-612 *Nix* after 10d 4h 51m 18s (ARC+) and Advanced A80 *Apsaras* after 13d 3h 5m 9s days (ARC).



NO CALAMITY

Emma Bamford talks to **JULIAN MUSTOE** about his North Sea rescue

To lose one boat may be regarded as a misfortune,' Oscar Wilde might have written, had he been a mariner. 'To lose two looks like carelessness.'

When news first reached *ST*'s office that a British sailor had to be rescued in the North Sea by the coastguard and that his yacht had subsequently sunk, it was natural to feel sympathetic.

Then, when we looked into the story further and discovered that he had previously lost another boat – with the same name – in a shipwreck, it was all too easy to scoff. Discussion on the lines of 'Captain Calamity' ensued (remember him?).

Yet when I spoke to Julian Mustoe on the phone and, later, went to meet him in Ramsgate, where he is living on a friend's boat for the winter, his home having

● **ABOVE**
Julian Mustoe, now 82, started sailing as a boy on the Norfolk Broads

sunk to the bottom of the North Sea, I found him to be no calamitous captain, but rather a knowledgeable and considered man who had achieved something most of us have not – circumnavigated, solo, in a pared-down 20-odd foot boat, living on board and sailing the world's harshest oceans for 14 years.

Julian, a tall, well-spoken man of 82, started sailing when he was a boy, on the Norfolk Broads. His father was not a sailor, claiming he'd take to the seas in nothing smaller than an ocean liner, and Julian's own children have no love for the water, either. But the schoolboy Julian and his friend Chris did, and with their £5 pocket money they'd catch a train to the Norfolk Broads, hire a little sailing boat and buy "sausages, margarine and bread – enough to last a week". When he was in his 20s, after National Service and Cambridge, he joined

MAIN PICTURE: ALLAN HIRST/PERCEPTIONS PORTRAIT STUDIO



‘IF I HAD BOUGHT
A COTTAGE, I
WOULDN’T HAVE
KNOWN WHAT TO
DO WITH MYSELF.
A BOAT KEEPS
YOU GOING...’

the Royal Artillery Yacht Club and started to sail on the sea proper, on the club’s 70ft Nicholson, *Saint Barbara*, which was rigged “with wire genoa sheets”.

Life – a career as an architect and then in teaching architecture, a marriage and a son and a daughter, and, later, a divorce – interrupted his sailing and it wasn’t until he started to approach retirement that he thought about a life on the water. “Ever since I was a boy on the Norfolk Broads I wanted to sail around the world. I had to decide whether to buy a cottage or a boat, and I am glad I bought a boat. If I’d bought a cottage, I wouldn’t have known what to do with myself. A boat keeps you going, with everything that needs doing.”

When those yachting thoughts did start to creep in, Julian found himself forming an idea – why not circumnavigate and follow in the wake of the *HMS Beagle*, the ship that took the young naturalist Charles Darwin on his voyage around the world from 1831 to 1836, collecting and examining specimens? “I don’t know where the idea of the *Beagle* came from,” he admits, but it did give him something to aim for. “I’m a very project-oriented person,” he explains, “and this gave my voyage a structure.”

His craft – and home – was to be *Harrier of Down*, a 25ft (7.6m) junk-rigged, glassfibre Folksong, a design similar to a Folkboat, which Julian adapted by adding a ‘turtle top’ along the whole deck to give more headroom (5ft 3in/1.6m, which meant he could sit upright below but which gave the boat a pretty strange outline). In July 2001, the day after his 68th birthday, he set off from Plymouth in this little yellow tub, bound for Tenerife, then the Cape Verdes, Brazil, Uruguay and Argentina.

“I didn’t have a plan of time,” he says. “I was divorced, my children were grown up. I could take my time and do what I wanted to do. I just set off and thought that I would do the voyage in whatever time it took. If you hurry you can get round the world in two years but what is the point of that?”

All – including a three-year stop-over in Brazil, where he worked at the university in Brasília –



● **TOP**
About to be rescued
by the Norwegian
coastguard last year

● **BELOW**
Julian’s first boat, the
Folksong *Harrier*,
grounded in Patagonia

went well, until he left Argentina’s Rio Negro on a 900nm passage to Tierra del Fuego.

At about 42 degrees south he was on port tack heading towards land in 35m of water, aware he shortly had to tack out again, when he went below to get batteries for his torch. While below, he heard a loud crunch and the boat ground to a halt.

“I learned later that I had run aground at the very top of the highest spring tide of the month on the most remote part of the coast of Patagonia,” he says, describing the shingle beach he found himself on as “a massive Chesil Bank”.

In the morning, left high and very dry, he dug *Harrier*’s keel out of the shingle and tried to pull her off on a kedge anchor, to no avail. He was well and truly marooned.

The area he’d grounded on was a beach up to 100 miles (161km) long on a peninsula called Valdes, an uninhabited nature reserve populated by sheep. The local estancia farmers came to the area once every 10 days or so, to check on the animals’ drinking water pumps, and, luckily for Julian, two women drove past that day (one hid a large knife behind her back while talking to him, before deciding he wasn’t a threat).

They helped arrange a tow-off with the local coastguard, who sent a launch twice but for some reason wouldn’t come in close enough to start the tow. *Harrier* was stranded.

Julian spent a night on board his yacht, which was then undamaged, but as the night-time high tide came in, it picked her up and flipped her from →

port hull to starboard and back again, smashing her into the shingle while still refusing to refloat her, snapping the mast and destroying the boat. “Friends rallied round and I got a lot of stuff off my boat and into storage, but it was a bereavement,” he says.

Julian’s stepmother, the late Anne Mustoe, was by all accounts a remarkable woman. She was similar in age to Julian (she married his father, a lawyer, a few years after he was widowed) and she completed a successful career as a headmistress before deciding, in her 50s, to set off on a voyage of her own. She circumnavigated the world twice on bicycle, taking with her only what she could carry in her panniers, and she published five travel books about her ventures. When Anne heard what had happened to *Harrier*, she offered to buy Julian (“we were the best of friends”) a new boat. So the second *Harrier of Down* was procured in Argentina, a 26ft (7.92m) IOR quarter-tonner, which Julian spent 18 months readying for her voyage, including adapting into a cutter rig, and painting yellow to mirror the lost *Harrier*. She had wind vane steering, a solar panel and wind generator.

In December 2005 he set off again in Darwin’s path, wintering in Ushuaia, passing up the west coast of Chile and making his way across the Pacific and Asia and under the Cape of Good Hope, tying the knot in 2012, 11 years after he departed.

“I followed the *Beagle*’s course very closely, although there were two departures – I didn’t go up to Galapagos and I went over the top of Australia, rather than across the Bight.”

One of the most impressive places he visited, he says, were the channels on Chile’s “wild” southwest coast; other favourite spots were Uruguay (“it’s the Switzerland of South America – the people are educated, egalitarian and friendly”) and New Zealand (“Who could possibly dislike New Zealand?”).

As for regrets, he wishes he’d passed Cape Horn – instead he went through the Beagle Channel, something he thought “rather fitting”. After the dramatic loss of *Harrier* in Argentina, the rest of the trip was largely trouble-free, apart from one notable incident.

“In the Timor Sea I came across smugglers. It’s a notorious route for illegal immigrants and drugs. It was a fine day with a gentle breeze. I saw astern of me a large fishing boat. I went below to make a cup of tea. There was a tremendous crash from aft. Hanging over me was the bow of a 70-footer with six Aborigines on board. One, whose face was painted white, looked down at me and said ‘Clear off’. Fortunately they were interested in intimidation and not murder.”

On his return to the UK Julian wrote a book about his adventures, *The Voyage of the Harrier*, designed to echo Darwin’s *The Voyage of the Beagle* in title as well as in route (in fact his boats were also named in honour of Darwin: harriers being hunting dogs like beagles, and Down House in Kent was where Darwin lived for 40

years). Then came the idea for another project: visiting the ports where the medieval Hanseatic League trading group had bases around the Baltic Sea. Julian stopped in at King’s Lynn, where there is still a Hanseatic warehouse, and Lerwick in Shetland and on 3 October 2015 set off across to Bergen, Norway, in a favourable southwesterly forecast on a passage that was expected to take two or three days.

What happened next saw him featured in newspapers and websites across the UK, including the BBC.

“The thing that failed was about the last thing that I would expect to fail on the boat,” Julian says. A solid stainless steel block on the top of his rudder stock, which the tiller fitted into, split in half. As the rudder stock was cylindrical, he had no way of attaching the tiller to it and was without steerage. Hove to, with a sea anchor out, riding out strong winds from the east that defied the forecast, via VHF relay he asked Lerwick coastguard for a tow. The Norwegian coastguard sent a vessel instead and set up a tow with strong lines and transferred Julian via RIB from *Harrier* to their patrol ship.

“They made me get into a immersion suit and a helmet and I had to take off my bulky clothes. I took my panic bag with me, with my passport and essential papers in it and bank cards.” He trusted both the coastguard and *Harrier* and didn’t expect anything else to go wrong. “If I’d known what was going to happen, I would have taken my back-up hard drive and my computer, too.”

Exhausted, Julian slept in a bunk on the Norwegian ship and was woken hours later by a member of the crew who told him: “You had better get up. Your boat is filling with water and we don’t think we can save her.”

“She was still attached to the tow line but only her bows were sticking out of the water and the mast. After about 15 minutes the tow line broke and she sank beneath the water. I felt that I was watching an old friend drown.”

Four months later, he is no clearer on why she sank. “I find it hard to believe anything on *Harrier* would have failed. The only thing I can think is that we hit an obstruction of some kind.”

The loss, he says, is “like a bereavement”.

The boat was uninsured (“As a singlehander, the insurance companies didn’t want to know,”) and with her he lost his home and most of his possessions.

Kind-hearted friends clothed him, put him up and helped him get back on his feet. He is spending the winter on a friend’s teak-built ketch in Ramsgate marina. “I am immensely grateful to them.” A crowdfunding campaign set up to raise funds to help buy Julian a new boat has raised over £2,000.

I ask him if he thinks that he will have to give up the sea and live on land instead, perhaps in the cottage that lost the toss 15 or so years ago.

But, even with the double misfortune of having lost two boats, at the age of 82 Julian is not ready to swap oilskins for Crown Green Bowls just yet. He just needs to decide whether or not to attempt the Baltic trip again – well that, and somehow find another boat.

“I have been thinking about things a lot,” he says. “I did consider carefully ‘Should I move ashore?’ But if I did, what would I do with myself? I think that life on a boat is the way forward. It’s the kind of life I understand.”

● BELOW
Desperate last moments as the second *Harrier* sinks in tow



C/NORWEGIAN COASTGUARD

26

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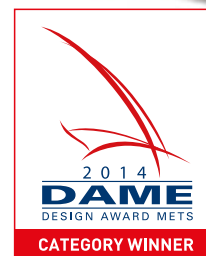
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THE SAILMAKERS

Paul Heiney

Why using the harbour, rather than a marina, shows a taste for adventure

There's a story going round a coastal village near where I live that some newcomers complained about the brightness of the red and green lights at the harbour entrance, and asked if they could be turned down at night? I don't know if it's true but I wouldn't be surprised. As we well know, harbours these days are for eating fish and chips by, not for providing safe havens for seafarers. Why do they need lights in such ghastly colours? Red and green! Haven't Farrow & Ball got something more suitable that might match my window frames?

I'm afraid that harbours these days, especially the small, undeveloped ones near where I live, are seen by most people as pretty enhancements to the landscape, and not as workplaces. What a huge amount they are missing. The idea of going to sea for pleasure is a comparatively recent one, but easy to understand, whereas the notion of earning your living through the dangerous business of working on the water is far harder to appreciate.

Unless you make the effort to do that, you'll never understand what harbours are really all about. Instead, you'll be asking for those twinkling lighthouses to be turned down because it's so terribly, terribly difficult to drop off to sleep with that incessant flash beaming through the bedroom window.

If I have the choice I'll always choose a working harbour for a stop-over, rather than a marina. Not that I'm against marinas. I've been in enough of them, and in many have been tempted to kiss the teak walkways on arrival, so grateful have I been for the comfort they provide. I guess every year I drop into half a dozen or more and enjoy the convenience, but I sit there with a slight feeling that there's something I'm missing by not being in a proper harbour.

Of course, not all memories of marinas are bad, and not all recollections of harbours are good ones. Some years ago we found ourselves making a late night arrival in Stonehaven on the northeast Scottish coast where we tied alongside the first fishing boat we could see in the gloom. When the same fishing boat came to leave at dawn, and with everyone hard asleep, he cast us adrift without a word or a bang on the cabin top. Had it not been calm I



ILLUSTRATION: PIERRE HERVE

**'WORD SPREAD, BEER WAS
POURED, MUSIC PLAYED,
AND LITTLE ELSE WAS
REMEMBERED AFTER THAT'**

can't imagine where my cargo of two small children would have ended up. I won't go to Stonehaven again.

But that's just one bad apple, the rest have been pretty sweet. On the western coast of Scotland, anchored off a harbour mouth, a small launch just back from feeding the fish pens approached. There was a thump, but it was not a collision between us and him – it was the sound of a fat, juicy salmon landing in the cockpit with the shouted words, "Here! Have this! They're like baked beans up here." That was a good harbour.

One of our early sailing adventures was to the west coast of Ireland in a 26-footer during one of those months when "six to gale eight" was never off the coastguard's lips. Damp, tired and looking like survivors who had not seen land for months, we thrashed our way into the harbour, got the anchor down and dragged ourselves ashore. "Holy Mother!" came a cry from behind the first bar

we fell into. "You haven't come all the way from England in dat little boat?" Word spread, beer was poured, music played, and little else was remembered after that. We went back years later. They'd built a marina and now no one gave us a second glance. That was because we were no longer in their harbour, part of their community. The marina was somewhere else, where the 'yachties' went.

I am going to do more harbours this year and fewer marinas. It takes a bit more planning, a bit more nerve, and there's always a doubt in your mind whether they'll be pleased to see you. I don't even mind the vertical ladders, or the wash in the night when the fishing fleet returns. That exotic blend of fish, diesel and drains is something I can live with. For me, cruising is as much about the places I get to as the sailing that takes me there. It is one of the reasons why I wouldn't want to do one of those non-stop round the world jaunts because I think of all the people in all their mysterious harbours that I would never pause to enjoy.

And now it's sounding again as if I am against marinas, and I am really not. But marinas do not give you memories like real harbours do. Harbours are about adventures, marinas speak of secure parking. I can remember a story about almost every harbour wall I have tied to, but very few about pontoons. ✦



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and worst harbour
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Case study

Moody 336

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Blue note

Jess Lloyd-Mostyn admits to being neither neat nor messy, but she certainly gets the 'everything in its place and a place for everything' mantra with boats

I have never been a neat freak, nor was I very messy in my landlubber life. However, living on board a boat does teach you the advantages of being that bit tidier. But it's a lesson that you learn only by getting it spectacularly wrong to start with.

Our yacht is really a kind of tardis as, once you empty out all the cupboards, drawers and bilges, you'd be amazed at simply how much stuff can be crammed into our floating home. The key to stopping it from becoming chaotic, however, is that everything has to have its own place to stow away into so that it can be both found at a moment's notice and safely squirrelled away while on passage. Multiply that logic by the thousands of items that any normal family owns, ranging from tools to toys, silicone to snorkels, nappies to navigation aids, and you end up with a sort of three-dimensional storage list of our entire boat contents. And then of course James and I will make remembering where something is that extra bit more complicated by moving things without telling one another!

But far from being some sort of obsession with order and cleanliness, the art of packing up and giving every item its proper place is actually a matter of safety on board. Boats move: they lurch unexpectedly, they heel over dramatically and, what's more, they have to be manoeuvred swiftly, unexpectedly, or in the dead of night. If things are not put back where they should be then they can become a flying missile across a cabin or they can obstruct your managing of the boat.

One of the first sails that we did together was in the Scilly Isles. After lunch one day we happily readied the boat and hoisted the main, unfurled the headsail and moved smoothly out towards the next island, whereupon we heard an almighty crash from down below. We looked at each other and realised in an instant that all the dishes from the meal were now in bits on the cabin floor. Our land life had taught us to be good and wash up after eating but our sea instincts were not yet well-tuned enough to remember to tidy it all away in the cupboards.



ILLUSTRATION: AMEE JEWITT-HARRIS

'WE WERE MOVING TOWARDS A REEF PASS WITH SHIRTS, TOWELS AND BEDDING FLAPPING ALL AROUND US'

On another occasion we were cruising the southern coast of Cuba and, having sat at anchor for a few days, we were keen to move on to our next stop. Despite the lack of wind we made everything fast down below and turned the engine on to begin a day of motoring. This time, however, we soon understood that our error was in not prepping the deck. Knowing that we wouldn't be sailing we had neglected to take down all our washing lines, so we were now moving towards a reef pass with shirts, towels and bedding flapping all around us!

Needless to say visibility is rather important on a boat so we hastily scrambled around the deck and bundled all the laundry away.

An ocean passage poses even greater challenges to your stowage skills as the seas are bigger and you're inevitably carrying a

lot more food provisions with you. Our fruit and veg bounces around happily in hammocks, suspended from the roof of the cabin, which normally do well at keeping them safe. But all it takes is one slightly messy wave or hitting the sea at a somewhat different angle and you suddenly have an escapee apple falling down and rolling about underfoot, or a banana bashed to smithereens in a sticky mess against the cabin wall.

And of course, with all that movement, something that was tied down fast when you left harbour may become less secure after several hundred miles. I heard a strange sound in the night when we were mid-Atlantic of something sliding back and forth above my head. I climbed the companionway steps and found James at the helm. He'd heard it too and, in the dark, we were able to make out the shapes of three of our extra diesel jerry cans skidding about the aft deck, having worked loose from their lashings. He clambered out to deal with them but soon gathered that there had been a spill as seconds later he was slipping and sliding round the deck, covered in diesel while I was at the helm in my pyjamas!

These days we're more fastidious, with 'everything in its place and a place for everything'. Which, with two infants around, means keeping shipshape is a full-time job. ✦



HAVE YOUR SAY

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Gordon Buchanan pops corks from Bute to Fort William in some of the finest lochs and villages on Scotland's west coast

CHAMPAGNE CRUISE



The course from our home mooring on the Isle of Bute was set for Kilbrannan Sound, the channel between Arran and the Kintyre peninsula on a bright and sunny July morning with no wind. The batteries got a good charge with the engine running all day, and as I was alone for this part of the trip, free choice of anchorage allowed a stop at a favourite of mine: Carradale Bay. This anchorage is completely exposed to the south so careful attention to weather forecasts is essential, but on this occasion I was able to enjoy the peace of a calm evening, and a dram in the cockpit.

An arrangement to meet a sailing friend in Campbeltown meant that the following morning's trip was a short hop taking only a couple of hours, but was again a battery charging exercise. As with most boats, maintenance is an ongoing

pastime and during the preceding winter I had renewed the engine fuel lift pump, after discussion with the engine manufacturer, in an effort to stop an admittedly tiny amount of fuel getting into the sump. Regrettably, this didn't make much difference so subsequent changes included getting the injectors overhauled and fitting a new injector pump. Fortunately the engine is now back to good health and running very smoothly again.

New marina facilities had been installed earlier in the year, doubling pontoon space and adding some finger berths. It has considerably reduced the need for rafting up and made berthing manoeuvres much simpler. The slightly higher charges don't seem unreasonable in the circumstances, and include the use of the new shower facilities. The evening was spent ashore, firstly enjoying a good dinner in the Ardsheel Hotel, a →





favourite with locals, and followed by a couple of drams from their superb range of malt whiskies.

Tidal gate

Rounding the Mull of Kintyre in a small boat requires a degree of caution as the tide flows strongly and large overfalls can occur. This is no surprise when one considers that a fair part of the Irish Sea ebbs through the 12-mile gap between the Mull of Kintyre and Northern Ireland. The overfalls at the tip of the Mull can extend for three miles offshore and although there is a passage very close into the cliffs, prudence dictates that timing for arrival at the Mull be carefully planned. One friend who has sailed his own 50-footer round the world twice encountered some of the worst seas of his whole sailing career off the Mull. Use Reeds to plan your own trip, while first timers might be advised to wait for a gentle spell of weather.

Tide times the following morning meant an early start; I always allow a couple of hours to get from Campbeltown to the Mull passage assuming a speed of 5kts. One item of note is the recently installed tidal flow machine that is moored almost exactly on the natural course. It is low in the water and larger than it first appears – definitely not something to hit. With a fair tide pushing my speed over the ground up to double figures, the Mull was soon behind us and I could set a course for the island of Jura. At the same time, a useful breeze filled in from the south and so it continued until late afternoon.

One of my improvements over the winter had been to acquire a stack pack for the mainsail, and what a difference that made when dropping the main. No more precarious balancing antics on top of the cabin with the boat rolling in an open sea swell. Why I didn't fit one earlier, I don't know. So, having easily stowed the sails, I entered the channel into the

● **ABOVE**
The visitors' moorings
at Loch A'Choire



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bay at Craighouse on Jura and, with one eye on the echosounder, selected one of the deeper visitor moorings. Though the swell crept through the entrance, watching the bay fill with visiting boats as the sun went down ended a good day. I enjoyed one of my favourite malts, a Jura, within sight of the distillery where it is produced.

The Lagoon, as it is known locally, in Loch Craignish was my next planned anchorage and having left Craighouse at a civilised 9am, the close reach for the 30-odd mile passage was most pleasant. A somewhat larger boat had left about half an hour before me and was actually well astern when Loch Craignish opened – a bonus that pleased the competitive inner me.

To be fair, the other boat probably didn't realise they were racing or that *Tantina II* was designed as an offshore racer. She is deep, narrow and very strongly built, and although close-winded she excels when the sheets are cracked



ALL PHOTOS: GORDON BUCHANAN



off a bit and her overhangs extend her effective waterline. Although there are many moorings in the Lagoon which lies just south of Ardfern with its popular marina complex, the area immediately inside the entrance is buoyed off for boats wishing to anchor. Holding is good if slightly muddy and shelter is excellent. The hotel at Ardfern is a pleasant stroll away.

Unexpected company

Sometimes intrusive, mobile phones aboard can have benefits, and a call that evening led to an unplanned meeting with *Naiad* the following day at Puilladobhrain, a popular, attractive and sheltered anchorage a few miles south of Oban. With the sun shining its brightest for days, my anchor went down in 20ft of clear blue water and was soon followed by the splash of *Naiad's* anchor a few yards away. *Naiad's* skipper and I, both singlehanded, agreed that dinner

● TOP

Sunsets over the west coast are often the scenes that make for lifelong memories

● ABOVE

The anchorage of Puilladobhrain from the air

ashore at the pub over the hill would make a fine end to a superb day and the 20-minute walk from the anchorage produced some spectacular views over the Firth of Lorne towards the Isle of Mull. A chance meeting in the pub with a couple I had known years ago made the evening one of those special ones that become a treasured memory. The short trip in company with *Naiad* the following day took us to Port Appin where dinner at the Pierhouse Hotel was something to look forward to.

The calm weather meant motoring but with the sun shining, a pleasant day was followed by a calm evening. We were fortunate to get a table for dinner and thoroughly enjoyed the spectacular seafood platter for which the restaurant is famous. Not cheap, and I didn't tell my wife what it cost, but definitely worth the trip.

My wife Elaine was due to join me in a couple of days and with a gale forecast I decided to make for our agreed meeting point in Loch Feochan, a few miles south of Oban.

Due to the protecting bar, the tide rises for two hours at Oban before it begins to flood in the loch, and with very limited depths in the entrance channel, the flow, especially at springs, can be vigorous. I was able to make use of a friend's mooring although Ardoran Marine, a mile or so into the loch, →



ABOUT THE AUTHOR

Gordon Buchanan has spent a lifetime cruising and racing in these waters and, although based mainly on the Clyde, has explored as far as the northern isles and is the author of *Shetland Islands Pilot* published by Imray.



does have visitors' moorings available. By the following day I had the cabin heater on as the promised gale blew the loch into a sea of white. An unfortunate German boat misjudged the entrance and spent the day hard aground, happily with no damage other than to the skipper's pride.

Then there were two

With the gale over and the sun shining, I rowed merrily ashore to meet Elaine the next day, and although too late to escape the tidal restrictions at the loch's entrance, we put the rest of the day to good use, starting with a bottle of bubbly as a toast to the forthcoming cruise.

Leaving Loch Feochan on the last of the flood the following morning saw us on passage to Tobermory on the Isle of Mull. Well known as a major yachting centre, it gets rather busy during the summer

● **ABOVE**
The bay at
Craighouse, Jura

● **TOP RIGHT**
Paddle steamer
Waverley in the
West Kyle, Bute in
the background

● **ABOVE RIGHT**
A different kind of
yachting – Roman
Abramovich's little
motor boat, with
a crew of 70!

months. Good shelter, most facilities and a range of friendly pubs and restaurants make for a lively town, and as rain and a rapidly increasing wind greeted our arrival in the bay, we were glad to make use of the last available visitor's mooring.

Tobermory Bay is deep, requiring a heavy duty windlass or equally heavy crew to recover the ground tackle. Our windlass was playing up as the motor burned out, although that became clear only later in the trip. We spent a couple of pleasant days visiting the shoreside attractions, mainly the pubs in my case, and the rest of the time dodging the wind and rain squalls. The need for a bit of peace and quiet saw us make the short trip across the Sound of Mull to Loch na Droma Buidhe where we passed the evening watching the antics of the resident seabirds.

Our original plan had been to explore the west side of Mull, but the series of westerly gales made us think again. Instead, we set sail back down the Sound of Mull to explore a couple of anchorages that in 40 years of cruising these waters we still had not managed to visit. The first of these was Loch A'Choire, located on the west side of the Lynn of Morven, a couple of miles north of Lismore Island. Despite easterly winds, while we were there it was perfectly sheltered.

For some years, my wife and I have had the tradition that whenever we find a 'new' anchorage, we celebrate with a bottle of bubbly. At the end of each season it is rather enjoyable remembering where the used corks were accumulated. Our intention was to eat ashore at the renowned restaurant but after rowing ashore we were disappointed to find it had →



Tantina II Francis Jones design

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closed just a few weeks previously. We did however make use of one of the restaurant's moorings for the night. As so often happens when sailing in these waters, a quiet greeting from another cruising boat while we headed back aboard led to an invitation for drinks. Naturally we reciprocated later and the friendly Irish couple helped a very convivial evening simply fly.

With the tempo of our cruise now dictated by the weather we decided that another short hop to Kentallen, near the entrance to Loch Leven, would suffice for the following day. Kentallen Bay is more sheltered than it looks on the chart but is deep and there are several private moorings. The hotel just outside the bay has a

couple of visitors' moorings and with a calm day forecast we opted to use one of these and to eat ashore in the evening. Dinner on the outside terrace of the hotel that evening was one of the memorable parts of our cruise.

A change of plan

With supplies and especially water aboard running low we decided not to head towards Fort William but to leisurely retrace our steps, with an overnight stop at Loch Creran, a place we hadn't visited for some years. A bonus would be a stop at Creagan, as far into the loch as we could go, and another 'new' place. By the time we had moored opposite the Creagan Inn, the morning's rain had left us

● ABOVE LEFT

The entrance to Loch A'Choire is straightforward if you keep to the middle channel

26

NEXT MONTH

Island idylls in the Med

On sale 26 February

cold and decidedly damp, so lunch in the inn basking in the welcome warmth was much appreciated.

Sun shining, we made an early start. Passing the extensive moorings at Barcaldine Marine we reflected on the fact that Loch Creran is now a Marine Special Area of Conservation. Despite the existence of the shore base for the Glensanda Quarry on Lismore and several mooring areas for yachts, the whole loch looks well preserved and the two designated anchoring areas seem to be properly observed by visiting boats.

A nice breeze from the west allowed us to enjoy one of those satisfying sails that keep memories alive over winter months. Sun, a fair wind and gentle seas for hours on end saw us round the south end of Kerrera and on to Little Horseshoe Bay where we spent the remains of a most pleasant day and as we hadn't anchored here before, our last bottle of bubbly.

With suitable tides we returned to Loch Feochan the next day. We moored up and went into Oban by car for stores before returning aboard for a last evening together before Elaine made her way home the following day by road. We toasted a very happy and enjoyable cruise which showed that even in very unsettled wet and windy weather there are many attractive parts of Scotland's west coast.

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SCANDILICIOUS!

Winter sun, wind and X-Yachts' newly updated Xc-42.
It must be Christmas, says *Sam Fortescue*



Blasting along at eight knots with a gunwale nearly under and a full press of sail, I'm prepared for a bit of a battle to keep the boat on track. The wind across the deck is above 20 knots and gusting higher, and even Stuart Abernethy, of X-Yachts' Hamble Point office, suggests dropping in a reef or two.

Astonishingly, though I am supporting myself on the foot blocks by the helm and hanging on to the guard wires, the boat requires no more than a couple of fingers on the helm. She shows no desire to round up in the gusts, and there's no weatherhelm. Off Calshot in Southampton Water, the wind funnels into stronger gusts and we heel to 35-degrees. Stuart

shoots me an anxious look. Now the photographer has taken his pictures, there's no need to keep full sail up, and we reef quickly.

It's a simple enough job to put a few turns in the 108 per cent genoa on its Profurl. The main, however, is on a furling boom, which requires a little bit more craft. The system is engineered by Danish company FurlerBoom. →



Using the company's spring-loaded vang, Stuart carefully adjusts the level of the boom – he says most people will put a mark on the vang control to indicate when it is level.

With the mainsheet eased to luff the mainsail, and the halyard backed off, there's some frantic winching on the furling line – an endless loop running from the carbon mandrel at the head of the boom to a halyard winch on the coachroof. The system is a little bit agricultural, but it seems to work well – fed by a cleverly-profiled mast track, the FurlerBoom rolls away sail evenly. There is an automatic option but it is only suited to 60ft-plus boats. Even with a convulsing main, we keep up a solid 7.5kt to windward.

Need for speed

Later, with two reefs in, we still heel well and nothing I do can slow the boat below 7.5kt. On a reach we get up to more than 9kt – better than the polars predict with the mid-sized headsail. Downwind in a Solent chop that has rolled up from the west and been provoked by a turning tide, the boat is admirably stable. It's nothing compared to an Atlantic swell, of course, but she keeps up a good pace and



JOE MCCARTHY



VIDEO

To see the video of this test and many other new boat tests, go to sailingtoday.co.uk

remains very well behaved in a way that bodes well for the quartering seas of a tradewind passage.

The primary winches were manual on the boat we tested, set in easy reach of the helmsman. The now-standard German mainsheet system made the main easy to trim from either helm. With the sheeting point on the coachroof, the cockpit was nicely uncluttered – just a decent-sized folding table down the centreline.

Clutter might be designer Niels Jeppesen's pet hate, judging by the tidy side decks and acres of flush-hatched coachroof. Lines run under the deck, while the genoa sheet



track is tight to the coachroof for a very sharp trimming angle and stub-free access to the foredeck. There's also heaps of stowage.

Pacing along the pontoon, I'm surprised by the height of the topsides and her coachroof. She's no wedge-shaped stealth boat or low-slung Med idler. With her moulded-in bulwarks and her high, square transom, she looks dependable, and there's the promise of lots of volume below. It's a successful balance between pace and comfort which has seen the Xc-42 sell around 100 boats in six years, so there's no change to the lines in this Mark II version.

The hull is still laid-up by hand using foam sandwich technology to add stiffness and reduce weight. A point of pride for X-Yachts is the hot-dipped galvanised steel frame that is bonded into the bilges



to add strength around the keel and mast. The standard keel is a sporty lead bulb drawing 2.1m. A shallower 1.7m version is available, but the extra weight needed to keep the boat balanced adds a hefty £12,760 (c£9,651) to the cost.

Below decks

Most of the improvements have taken place below – from the pontoon, the larger portlights are the only evidence. Down the companionway, the feel is traditional joinery with minimalist modern upholstery and galley. There is no choice of wood finish here: it's teak veneer cabinetry (carefully grain-matched), teak and holly sole boards and Corian work surfaces. There are 10 upholstery options, though.

The Mark II has a larger, clearer galley worksurface with larger sinks

than its predecessor. Besides two generous fridge/freezers, there are also dedicated lockers that have been engineered to accommodate a Nespresso coffee machine and a small microwave. "Boatowners love these little gadgets," explains Stuart.

A unique feature carried over from the Mark I is the 'floating' locker cantilevered out over the sink. With its carefully rounded edges, it all looks thoroughly Scandinavian.

Other little improvements include the saloon table, whose pedestal now harbours a bottle rack. There is room for eight to eat in comfort when the table is folded out to its fullest.

At 42ft LOA, this boat has the interior volume for a congenial set-up below. There are two good-sized aft cabins, with standing headroom. There is a heads and shower to starboard, and another one up forward in the

1
WINDSCREEN
Standard issue on
Scandinavian boats

2
ROLLER BOOM
Danish design

3
SWIM PLATFORM
Fold down transom

owner's cabin. By today's standard the owner's V-berth feels quite compact, but it's a time-honoured and comfortable design that works.

Bluewater ambition

There are only two layout options. The standard has a fixed forward-facing chart table opposite the galley; the →



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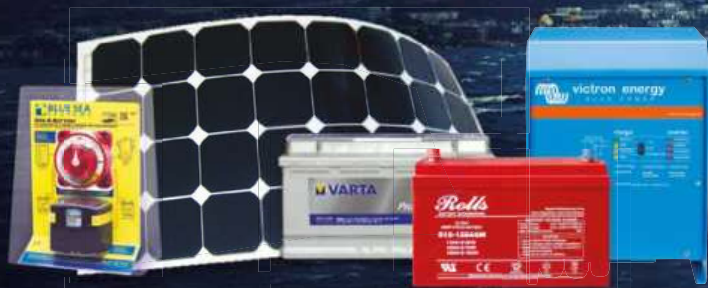


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alternative is to extend the aft heads with a large shower area/wet room, displacing the chart table to a clever fold-up structure that emerges from the saloon seat. The debate over large, permanent chart tables versus small, occasional ones is a personal thing, but in view of Jeppesen's aim to make the boat a true bluewater cruiser it is important to offer the fixed option.

There are plenty of other features that mark this boat out as a handy ocean wanderer. Good all-round access to the engine bay can't be under-rated, nor can the sheer volume of locker and stowage spaces around the boat. X-Yachts also offers a 60lt/hr Dessalator watermaker (c£9,650 extra), a 4kW generator (c£9,800 extra), aircon (from c£9,650) and a washing machine in the forward heads (c£1,875).

On deck, some really useful options include the detachable (roller furling) inner forestay that runs to the masthead and therefore doesn't require support from a running backstay. It's part of what X-Yachts calls its flexible rig. A businesslike 'bowsprit' provides a tack point for the asymmetric or Code 0, as well as a point for launching the anchor, which keeps it well clear of the gelcoat of the bow. It also offers a handy platform for getting ashore when moored bow-first in the Scandinavian manner.

1
FLOATER
Hanging locker

2
WORK SURFACE
New larger galley

3
CHART CHOICE
Optional chart table

There's an option for a stern anchor set-up as well (c£4,600 extra), and the whole transom lowers to form a bathing platform – the best of both worlds in my view, combining an enclosed cockpit with great access to the water. The lowered transom reveals a deep locker and a special cubby hole for a liferaft, complete with rubber seal to keep the water out. →



SAM’S VERDICT

X-Yachts sees more future in out-and-out cruising yachts than in the performance cruisers it is known for, and it has put a lot of careful thought into the Xc-42 MkII.

Her hull has proven capable and sea-kindly, good for covering the miles. But with her modern, muscular lines, she carries much of the performance DNA of the racier Xp line.

With the Scandi windscreen and fold-up transom, her cockpit feels well protected but spacious; her sail controls well positioned. The rig is flexible with its furling jib, inner forestay and bowsprit.

Below is a blend of traditional woodiness and chic modern composites that offers plenty of opportunities for showing off X-Yachts’ high quality finishing, but options are limited.

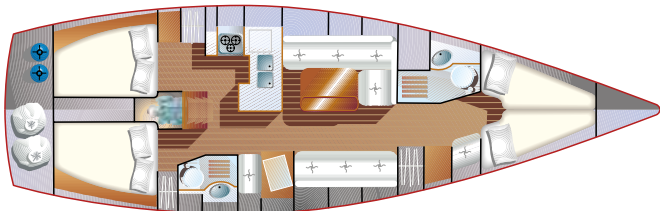
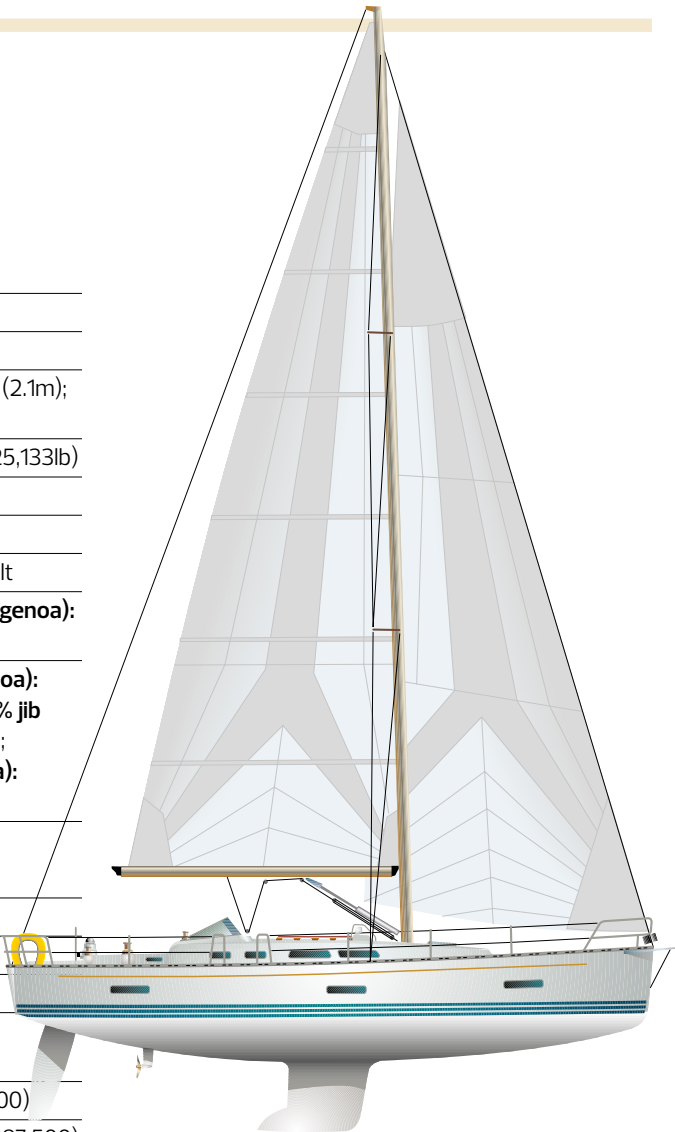
PERFORMANCE: ★★★★★
COMFORT: ★★★★★
BLUEWATER: ★★★★★

THE SPEC

- LOA: 42ft 0in (12.8m)
- LWL: 37ft 8in (11.5m)
- Beam: 13ft 5in (4.1m)
- Draught: standard 6ft 11in (2.1m); shallow 5ft 7in (1.7m)
- Displacement: 11,400kg (25,133lb)
- Engine: Volvo D2-55
- Fuel capacity: 250lt
- Water tank capacity: 520lt
- Sail area (main and 108% genoa): 1,045sq ft (97.2 m²)*
- Sail area (main, 140% genoa): 1,045sq ft (97.2 m²); (108% jib area): 1,415sq ft (110.3 m²); (90% self-tacking jib area): 396sq ft (36.8 m²)

- PERFORMANCE
- AVS: 120°
 - LWL/displacement: 209
 - Disp/sail area: 26

- PRICE
- Base: c£267,000 (€349,000)
 - As tested: c£296,000 (€387,500)
 - Contact: x-yachtsgb.com



ALTERNATIVE YACHTS



ARCONA 430

PRICE: £239,000

Another stiff, sporty hull, the Arcona combines slippery performance with a rich, woody interior. Designed to “race at weekends”, she accommodates six easily in three cabins. One of a new breed of fast cruisers, she won European Yacht of the Year in 2009.

arconayachts.com



SWEDEN YACHTS 42

PRICE: €295,000

Boldly billed “the best 42-footer ever built”, the SY42 is more cruiser than racer, but she boasts a turn of speed and easy handling. She makes a capable long-distance mile-eater, with a comfortable, traditional interior.

swedenyachts.se



CONTEST 42CS

PRICE: £315,000

Contest specialises in larger semi-custom yachts finished to a high standard. The 42 is the smallest in the range, but she is designed to fulfil a racing brief as well as an ambitious cruising one. Options abound in cockpit design, rig, cabins and galley.

charles-watson.com



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Between Nimara/Yildiz (on the left in this picture) and Kecil Adasi (on the right here)

CRUISE SHIP DOCK

Berth here, on the outside, if Marmaris is your first port of call in Turkey, before heading in to the marina

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GULL'S EYE

MARMARIS

TURKEY

36°51'.02N 028°16'.38E

ICMELER

Another pretty town to explore, which you can anchor off

OLD TOWN

Gulets line the town quay, with the old town and castle behind. Restaurants line the street on the walk from the marina

NETSEL SERVICES

Supermarket, boatyard facilities, workshops, ATM and cafes are all on site





The bay of Turkey's Marmaris offers the town centre marina of Netsel. By *Emma Bamford*



Marmaris Limanı is one of Turkey's biggest yachting centres. It is a natural bay, a little over 2nM by 3nM in size, protected to the south by two islands, Keçi and Nimara (also known as Yıldız), making it a very sheltered piece of water.

This protection, coupled with clear blue waters, high spring and summer temperatures and the pretty backdrop of the forested hills of Marmaris National Park, means it is a popular sailing ground, both with charter outfits, watersports enthusiasts (Neilsen has a base here with yachts, dinghies and small catamarans),



36° 51.02'N
028° 16.38'E



and the local Turkish gulets, and also as an overwintering spot.

Marmaris town, on the site of the ancient city of Physkos, is in the northern tip of the bay and visitors using Netsel Marina have only to hop off their boat to be in the town centre. Next to the marina, across a small bridge, is a promenade of restaurants with outdoor seating. In Turkish style, you'll be accosted by 'greeters' (touts) as you walk past but take their cards with a smile and be

firm and you'll be left alone. Many offer fresh fish, and you can choose your dinner from a bed of ice. Finish off with a short, strong coffee, served with obligatory Turkish delight.

In the centre of the town is a labyrinth of shops selling fake 'designer' goods, including electronics, which vary in quality – don't forget to haggle. Find a decent-looking copy of a well-known handbag brand and your wife/daughter/mother may love you forever.

Local berth holder

Mats Johansson



We bought our X-Yachts 482, *AleXandra*, in August 2014 and have kept it in Netsel marina ever since. Marmaris is a

fantastic place that we really appreciate and Netsel is a top location in this beautiful area. Security is high and all necessary

facilities are well priced. Most berthholders are genuine yacht people and the charter companies being there, and an X-Yachts retailer, is another positive.

We try to sail at least four weeks per year. So far we have only had time to explore the areas not too far away from Marmaris, along the Turkish coast towards Daccia and east towards Fethiye.



CREATIVE COMMONS/HOURAHANE

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FACTFILE

NETSEL MARINA

netselmarina.com +90 252 412 27 08/ +90 252 412 14 39
VHF Ch 06 call sign 'Port Marmaris'
Open 0830–1900 Nov–Mar; 0830–2100 Apr–Oct
Travel lift 100 tonnes

VISITOR BERTHING CHARGES

Based on m² boat area (LOA and beam) x duration + 1% stamp tax, eg boat 12m LOA and 3.6m beam:

Daily	c€48 (€64)
Weekly	c€335 (€448)
Monthly	c€882 (€1,180)
Annual	c€3,653 (€4,887)

Water included

Electricity on pre-paid card (€0.46 per kW)

Blue card c€2.50 (10 lira) – available from marina office

Transit log c€57 (250 lira) – available from agents

General yacht services

Mobile Marine +90 252 413 33 63

ugur@mobilmarin.net;

Anker Yatcilik +90 252 412 93

50 nadide@ankermarina.com;

Cetin Marin +90 252 413 6461

Engineer Marlin Yatcilik +90 252

412 14 41 marlin.com.tr info@

marlin.com.tr; Bogazici Marin

Teknik +90 252 413 42 59

Electrician AC/DC Marin

yunus@acdcmarine.com

Fuel – in marina

Gas/gaz – available from

shops behind the marina

Weather VHF Ch 67

0700–1900 UTC

NETSEL MARINA

MARINA GUIDE

Berthing for 720 yachts is available with good facilities

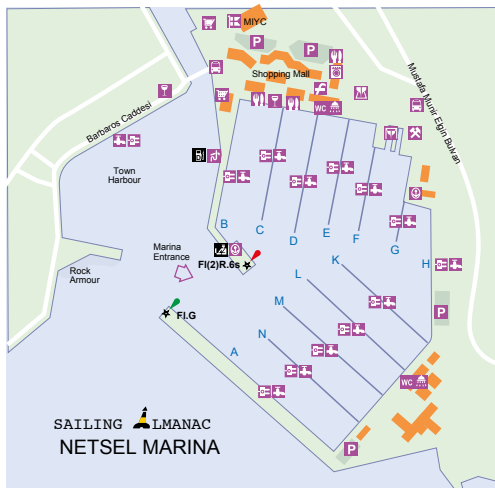
Netsel is Marmaris's town centre marina (there are three others in the bay – Marmaris Yacht Marina, Albatros and the charter base Pupa). There is berthing for 720 yachts up to 90m and 2.5m draught on the water and space for 130 on the hard. Berthing is Med-style on long pontoons, stern-to with lazy lines out at the bow rather than anchors. Cruise ships dock alongside just outside the marina.

There is water and electricity to every berth, toilets, showers and a fuel dock and waste station near the entrance.

Wi-Fi is included in the rates and there is a swimming pool (extra charge applies), fitness centre with Turkish bath and sauna, beauty salon and hairdresser, and an ATM on site.

Customs and immigration are located in the southeast corner, on the way round to the cruise ship dock (take original documents with you). There are cafés within the marina, as well as the restaurants on the promenade, and a supermarket for provisions. The marina office sells blue cards, which all yachts must carry. These prove that you have had your waste tanks pumped out at appropriate locations.

The marina allows long-term liveaboards. Those wanting to leave their boats for the winter and fly home must file paperwork with the marina office and customs. Marmaris is one of the biggest yacht service centres in Turkey and there are lots of businesses on site at Netsel, which is run by Setur Marinas, which operates 11 in Turkey and the Greek islands. →



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Mon 11th - Fri 22nd January

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POWERBOAT LEVEL 2
Sat 16th - Sun 17th January

LAST SPACE

YACHTMASTER MOTOR
Mon 18th - Fri 22nd January

YACHTMASTER SAIL
Mon 18th - Fri 22nd January

YACHTMASTER THEORY
Mon 1st - Fri 5th February

YACHTMASTER SAIL 2-WEEK PACKAGE
Mon 1st - Fri 12th February

YACHTMASTER MOTOR 2-WEEK PACKAGE
Mon 1st - Fri 12th February

POWERBOAT LEVEL 2
Sat 6th - Sun 7th February

YACHTMASTER MOTOR
Mon 8th - Fri 12th February

YACHTMASTER SAIL
Mon 8th - Fri 12th February

POWERBOAT LEVEL 2
Sat 13th - Sun 14th February

LAST SPACE

YACHTMASTER SAIL 2-WEEK PACKAGE
Mon 22nd February - Fri 4th March

YACHTMASTER THEORY
Mon 22nd - Fri 26th February

YACHTMASTER MOTOR 2-WEEK PACKAGE
Mon 22nd February - Fri 4th March

YACHTMASTER MOTOR
Mon 29th February - Fri 4th March

YACHTMASTER OCEAN
Mon 29th February - Sat 5th March

YACHTMASTER SAIL
Mon 29th February - Fri 4th March

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Sat 5th - Sun 6th March

YACHTMASTER THEORY
Mon 7th - Fri 11th March

YACHTMASTER MOTOR 2-WEEK PACKAGE
Mon 7th - Fri 18th March

PERSONAL WATERCRAFT PROFICIENCY
Sun 13th March

YACHTMASTER MOTOR
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Mon 14th - Fri 18th March

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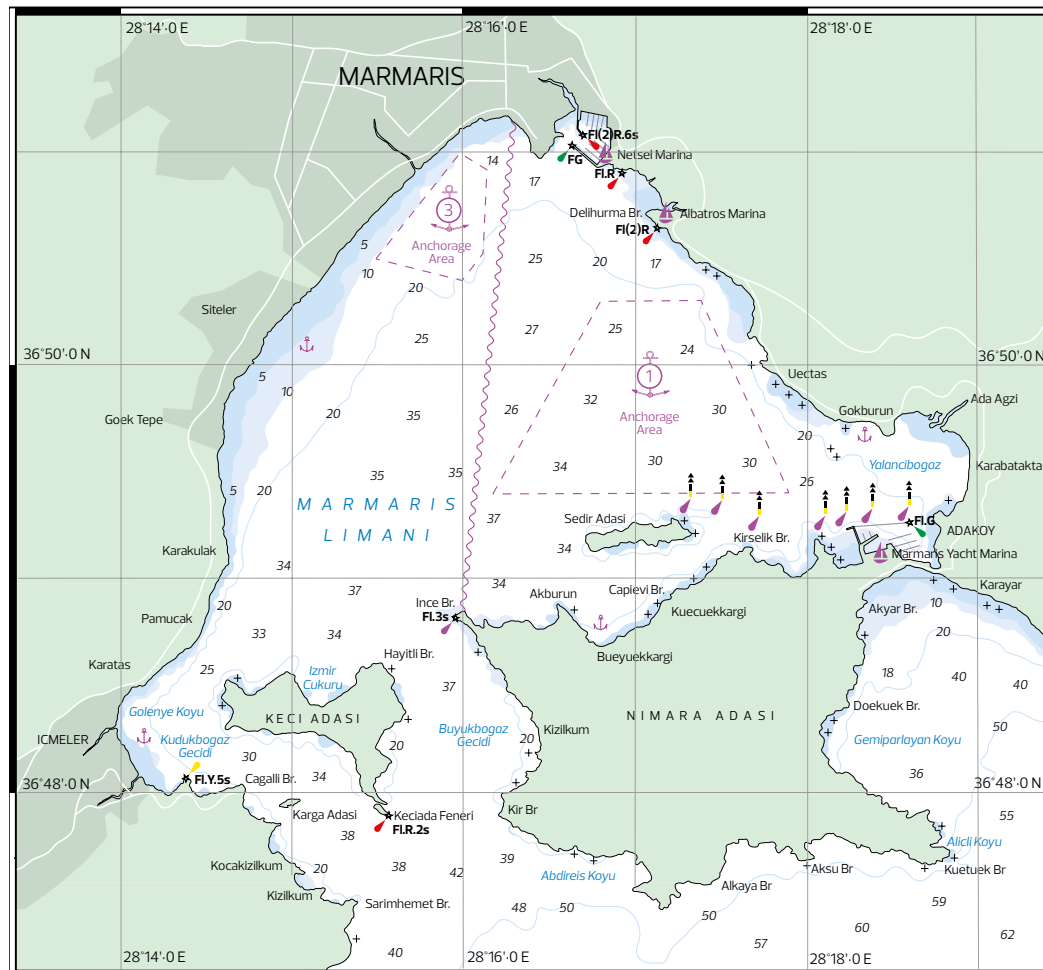
PASSAGE PLANNING

Look for a northeast heading to Marmaris but there's good depth to the quay and marina

On the approach to the bay from the south, Nimara/Yıldız island is conspicuous, with its 400m peak. Boats must pass to the west but can go either side of the smaller Keçi Adası, which is next to it. There's plenty of water either side. You might want to pass to the west of the smaller island if you are heading for the anchorage at İçmeler before moving on to Marmaris town; otherwise it makes more sense to pass between the two islands. Rocks to the south of Keçi are marked by a light (Fl R 2s) and anchoring is not permitted in the channel between Keçi and Nimara. There's another, white light (Fl 3s) at the channel's exit, marking the northwestern-most point of Nimara.

Once past the islands you'll want a north-northeast heading to Marmaris – you'll be able to see the town's lights by night, or buildings and a water park on the hillside by day – and you have plenty of depth (18-30m).

As you reach the marina there is an old castle next to the town quay. The marina entrance, which is less than a



cable wide, is between a mole (Fl R 6s light) to the northeast and cruise ship dock (Fl G light) to the southwest.

Marmaris is a port of entry and the authorities are all at Netsel (also at Marmaris Yacht Marina, in the east of the bay, near Adakoy. You will need to buy or have a Transit Log (cruising and crew record) – approximate cost £57.

There are agents near the marina that sell these. If this is your first



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port of call in Turkey you should dock near the cruise ships on the outside of the marina while you complete the entry formalities.

You will also need to buy an e-visa before you arrive, which allows you to stay no longer than 90 days in a six-month period and can be bought online at evisa.gov.tr.

For longer stays, for example over the winter, you will need to apply for a residence permit.



AGENCIA FOTOGRAFICA CARO/ALAMY



CREATIVE COMMONS/SARIP KOKNAR

● **LEFT**
Marmaris old town and harbour at dusk

● **RIGHT**
Street scene in the old town



IMAGE BROKER/ALAMY

CRUISING GROUNDS

Cruise miles of beautiful Aegean coastline and the Carian coast

With 4,500 miles of coastline, there's plenty to choose from in Turkey, the land where West meets East.

From Marmaris you have miles of Aegean cruising. To the north-west you have the famous Carian coast, home to Datca, Knidos, with its ancient Greek ruins, and, farther north, Bodrum. To reach the Gokova Gulf it's little more than 10 miles by land but you have to go the long way round by sea (c70nM) – no bad thing, since there are plenty of anchorages along the way. You'll come within spitting distance of Greek territory as you go (Simi and Nisiros islands) and you'll be on a beam reach for the majority of the way, but there'll be no escaping some beating into the prevailing NW meltemi at times.

Going the other way, eastwards from Marmaris, you have the Lycian Coast, wild, rugged and mountainous. This takes you to Fethiye (40nM) and on to Antalya

● **ABOVE**
Ancient sites including this theatre, at the ancient city of Knidos, overlook the Aegean

(160nM) and you'll be on a fast beam to broad reach most of the way – but be wary of the katabatic gusts coming off the mountains. If you're heading back to Marmaris from Fethiye on a charter, take advantage of the calm early mornings to avoid too much of a slog to windward.

Carry a long line (70m) and a good length of chain (4-5m) for tying

stern-to to rocks, with a bow anchor out, when you're off the beaten track.

Sadly the number of refugees trying to cross the sea from western Turkey to Greece remains high, although cruisers have not reported suffering personal issues from this. Advice is to report any sightings of boats carrying refugees to the Turkish Coastguard immediately on VHF Ch 16.

USEFUL CONTACTS

E-visa application

evisa.gov.tr UK citizens
c£14 (\$20) for 90 days

Tourist board gototurkey.co.uk

Turkish Consulate Call

Centre (for residency or visa enquiries) +44 (0)20 3608 8090
turkishconsulate.org.uk

Dalaman International Airport is 90km away. Fly direct from most UK airports on EasyJet, Monarch and Jet2

Marmaris restaurants

– try any on Barbaros Caddesi street.

National Park walks

nationalparksofturkey.com

Aquadream Waterpark

aquadreammarmaris.com

Pupa Yacht Hotel and Marina

pupa.com.tr +90 242 413 18 53
marmaris@pupa.com.tr

Marmaris Yacht Marina

yatmarin.com +90 252 422

00 22 info@yatmarin.com

Albatros Marina

albatrosmarina.com +90 252 412 24 56
info@albatrosmarina.com

Other Turkish marinas

seturmarinas.com

Gulet Yacht Charter

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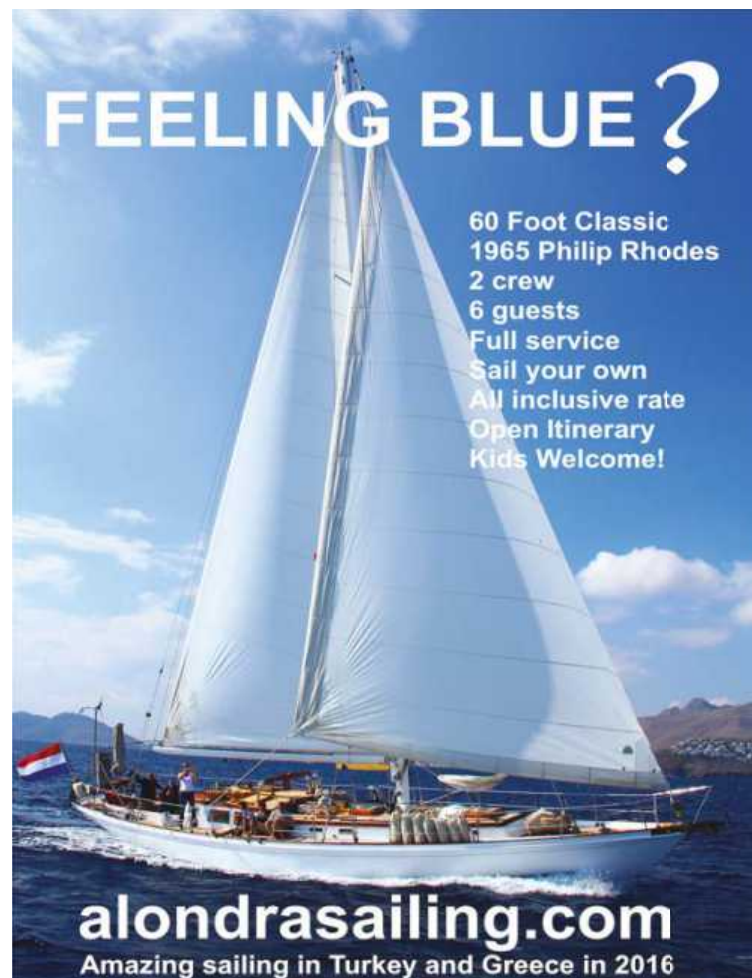
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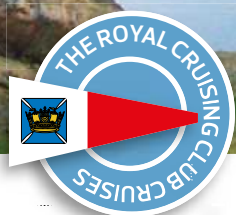
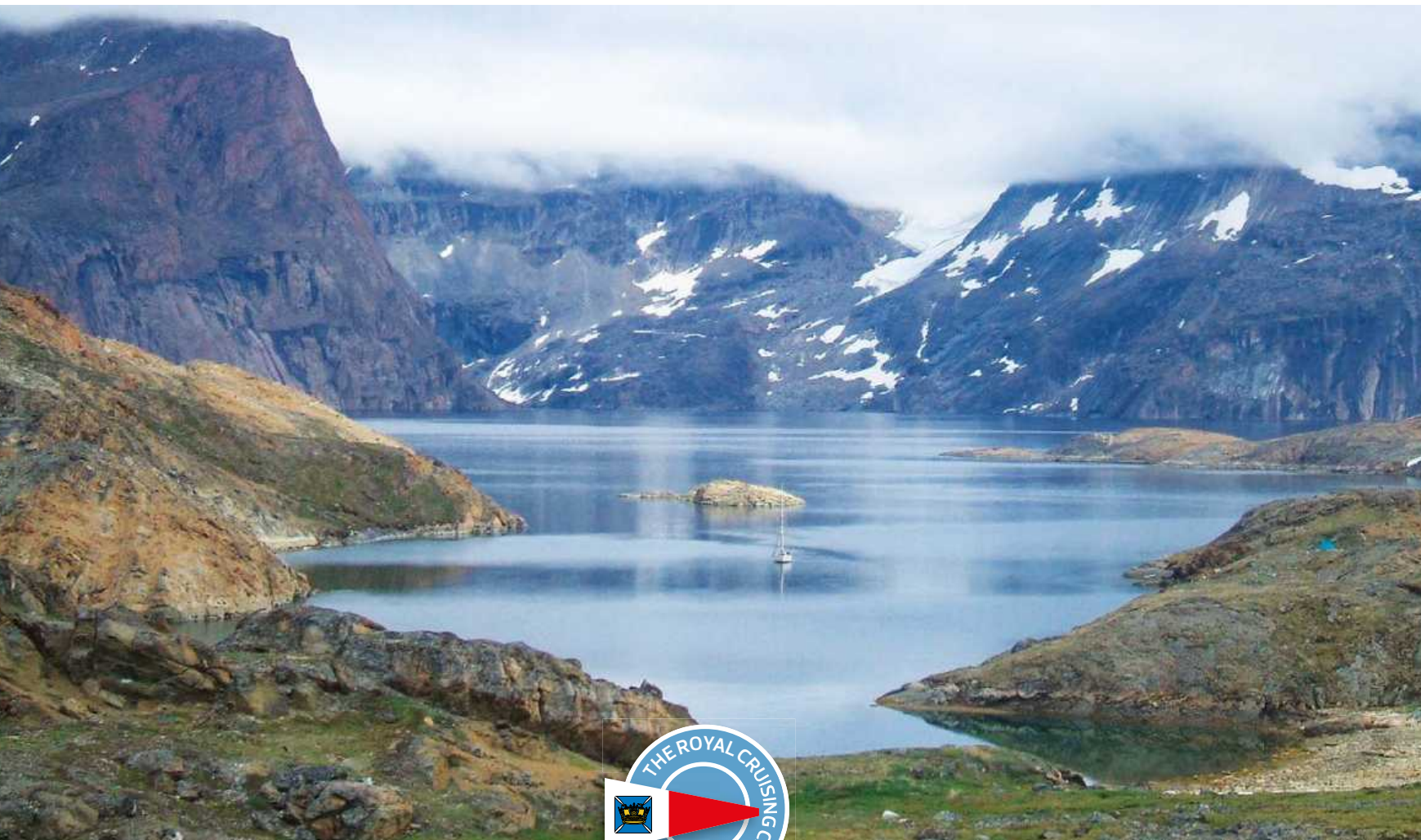
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HIGH JINKS IN ARCTIC WATERS

Andrew Wilkes found one of the toughest things about the Arctic to be simply getting there

Sometimes the most challenging part of a cruise is getting there. In 2010, Máire and I sailed northwards in *Young Larry* past Cape Farvel on the southern tip of Greenland, or the “Cape of Storms” as it is sometimes known. To avoid the worst ice we sailed 120nM south of the

Cape where a gale from the southeast pushed us in the right direction a little too enthusiastically for our tastes. While putting the third reef in the mainsail, I managed to get the reefing pennants tangled up and a wave swept over the deck, washing me along and inflating my lifejacket. Completing the reef Michelin-man style just makes things that much more difficult. To

● **ABOVE**
Spectacular Sarpinat
on the northeast point
of the island of Akia

make matters worse, we carried a furling jib at the end of the bowsprit which parted its furling line and, as the end of the bowsprit was either under water or pointing into the air, we could not solve the problem quickly. We spent the rest of the gale sailing downwind with a full jib set.

Polar bears, and the possibility of being lunch for one of them, is



PHOTOS BY ANDREW WILKES

a consideration when sailing in remote Arctic waters. Mariners are advised to carry a rifle as, although the probability of being attacked is not high, one would be foolish to travel in polar bear country without protection. Rifles are readily available in Greenland: in fact it is easier to buy a rifle there than a bottle of whisky. I went on a training course at Bisley and was advised to “buy as big a gun as I could, fire at the bear’s chest and keep firing.” Polar bears can run at 40kph and can swim fast for a distance of up to 50 miles. The alternative advice which is to “make sure you go ashore with someone who runs slower than you do”, may not always work.

Disko Bay is always a highlight for sailors cruising the west coast of Greenland as the glaciers around its perimeter calve thousands of large icebergs into the bay. These huge bergs drift slowly north into Baffin Bay then circulate around Melville Bay before heading south off the Canadian shore to Labrador. They calve, erode and melt on their 2,000-mile journey and only the very biggest make it to the St Lawrence seaway.

In Disko Bay, they are big enough to make good rifle practice targets for even the poorest of shots. Even if not shooting at them, many hours can be spent admiring the huge variety of iceberg shapes and sizes. A bit like cloud-spotting, one can imagine the bergs have been sculptured into fantasy shapes like

the Sydney Royal Opera House or the Loch Ness monster.

Last year we spent some time cruising along the coast of Baffin Island in northeast Canada. We had all the up-to-date charts of the area but they show very little detail. There are often no soundings shown and a forward-looking echosounder comes into its own. One learns to read the terrain to help identify suitable anchorages in what may be deep or steeply-shelving waters with poor holding on rock: gently inclining shores near a stream might indicate a reasonably shallow level bottom with good holding in mud. The last people to regularly sail these waters were the whalers of the eighteenth century and much of the official pilotage is based on their experiences.

Last year, I finished writing the Imray/RCCPF guide, *Arctic and Northern Waters*. It’s a cruising guide for the Faroe Islands, Iceland, Greenland, the Northwest Passage and the Northeast Passage. I also write about techniques for navigating small



● **ABOVE LEFT**
Polar bears can swim for hundreds of miles to reach new hunting grounds

● **TOP RIGHT**
Melting sea ice forms extraordinary shapes

● **ABOVE RIGHT**
Icebound south of Griffith’s Island

boats in the Arctic and I am sometimes asked by people if I think they and their boat are capable of sailing in these waters. The advice I give is:

- Build up your experience steadily – sail across an ocean, learn how to cope with storms. Visit the Faroe Islands and Iceland before moving on to Greenland. Get used to navigating in low concentrations of ice before contemplating a transit of the Northwest Passage.
- You need to be self-sufficient – there are no engineers to call out and fix things.
- You need a strong, well-proven boat when sailing in the high Arctic. I like steel – partly because of the ice and partly because there is a high probability of hitting uncharted rocks. Our 44ft (13.4m) steel gaff rigged yawl, *Young Larry*, has kept us safe through many high latitude adventures.
- Buy the Imray/RCCPF guide, *Arctic and Northern Waters*!

What is the RCC?

Most readers will be familiar with the comforting sight of the Royal Cruising Club Pilotage Foundation’s excellent range of pilot guides. Club members are among the world’s unsung cruising heroes, researching and writing the guides themselves. *Sailing Today* decided to ask RCC members for their favourite far-flung cruising grounds, and this occasional series is the result.



MAN OVERBOARD BEACONS

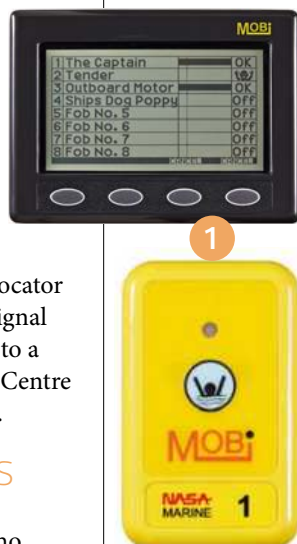
IF THE WORST SHOULD HAPPEN, YOU WANT YOUR CREW TO KNOW EXACTLY WHERE YOU ARE. **DUNCAN WELLS** EXPLORES THE OPTIONS

One are the days when falling overboard on passage was a death sentence. It's still dangerous, of course, and the best guarantee of survival is to be wearing a lifejacket. But there is now a huge range of gadgets and beacons designed to pinpoint a casualty's whereabouts and make the job of rescuing them easier.

They range from simple proximity alarms that alert the mother ship when a radio signal is broken to Personal Locator Beacons that send a distress signal and GPS position via satellite to a Marine Rescue Coordination Centre who will co-ordinate a rescue.

PROXIMITY ALARMS

These maintain radio contact between the crew member, who



wears a fob or beacon and the base station on board. If contact is lost an alarm is triggered and the position of the boat at that time is marked on the chart plotter.

PRODUCTS AVAILABLE

1 Nasamarine MOBi MOB indicator.

Fobs £48; base station £285.

Raymarine Life Tag. No longer in production but secondhand ones can be found on eBay.

PROS: The cheapest option of all MOB devices, deploys automatically.

CONS: Better than nothing perhaps but we can improve on this.

AIS BEACONS

The GPS on board the device gets a lock on the satellites and a lat/long position is transmitted on AIS (a VHF frequency readable by DSC-enabled radio sets and by AIS units). Modern AIS receivers will see a

'SART' target on their screens; older receivers will simply see the target as another vessel. Certain modern AIS receivers (receive only) and transponders (send and receive), also have audible alarms that sound when a SART signal is received. The rescuer can then make their way back to the casualty by following the GPS co-ordinates on the AIS screen.

Because VHF relies on line of sight and the device is either attached to the lifejacket or held by the MOB, the aerial is never more than a couple of feet above the water and so the range is dependant on the height of the aerial on the rescue vessel, from about 4nM for motorboats up to about 15nM or so for a yacht with a reasonably tall mast. Coastguards with their 100m aerials and rescue helicopters in the air will be able to pick up the signal from much further away. Some models can be activated automatically when fitted



to certain life jackets that trigger them as the life jacket inflates. Others have to be activated manually.

PRODUCTS AVAILABLE:

2 **McMurdo Smartfind S10.**

O/L 24hr. This has to be handheld and manually activated. £200.

3 **McMurdo Smartfind S20.** O/L 24hr

This can be fitted to certain lifejackets for automatic activation. £200.

4 **Kannad Safelink R10.**

O/L 24hr. Again this can be fitted to certain lifejackets for automatic activation. £200.

easyONE A109. Palm-sized with manual/automatic activation and battery life in excess of 36 hours £220

ACR ResQLink+. Manual activation, with self-test and 30-hour operating life. £265.95

PROS: Automatic activation on Smartfind S20 and Safelink R10. Having the GPS position of the casualty. Target marked as SART on the AIS screen of more modern sets.

CONS: Manual only deployment and handheld for the Smartfind S10. What if the MOB was unconscious or in shock?

AIS/DSC BEACONS

Here AIS is linked with DSC to send an automatic alarm or call. All AIS/DSC beacons are capable of sending an automatic 'open loop' All Ships Distress Alert. However, regulators in certain countries (including the UK) are concerned that they could interfere with DSC operation for commercial shipping.

They restrict the automatic transmission to an Individual Call to the MMSI No of the mother ship or to a group of MMSI Nos in what is called 'a closed loop'. The unit will be programmed to perform according to the local regulations (see table). Even when the unit is programmed for 'closed loop' one can still make an all ships distress alert but this has to be done manually. Because of →



GO FURTHER
SAIL BETTER
BE INSPIRED

LEFT
WANTING
MORE?



Rules regarding what DSC transmissions are allowed

Clearly there is no point having an AIS/DSC MOB device in France or Latvia. Canada is thinking about what to do but until they have decided they don't accept automatic DSC transmission from AIS/DSC beacons.

COUNTRY	INDIVIDUAL CALL CLOSED LOOP	GROUP CALL CLOSED LOOP	DISTRESS ALERT MANUAL OPEN LOOP	DISTRESS ALERT AUTOMATIC OPEN LOOP
France, Canada, Latvia	No	No	No	No
Germany, Netherlands, UK	Yes	No	No	No
USA	Yes	Yes	No	No
Other European countries	Yes	Yes	Yes	No
Rest of world	Yes	Yes	Yes	Yes

this one could always send a DSC distress alert while still on board, if one was injured on deck and couldn't get to the ship's radio at the nav station for example. The AIS/DSC beacon is automatically activated, establishes its GPS position and then sends the relevant DSC call/alert. The AIS then transmits its signal.

So we have an audible alert on board via the radio and a position and target on the AIS screen. Range again between 4nM and 15nM, surface to ship.

PRODUCTS AVAILABLE

5 Ocean Signal RescueME MOB1.

Operational life 24hr. £200.

6 MRT Smrt V100. Operational life 12hr. £549*.

easyRESCUE-PRO. Like the easyONE but with built in DSC alert. £556.

*You might wonder why the V100 and easyRESCUE PRO are two and a half times the price of the MOB1? The fact that the V100 can be pre-programmed with up to 8 individual MMSI numbers to notify a fleet of vessels, suggests that it is catering for the commercial rather than leisure market. Also it will show when a DSC distress alert has been acknowledged. This is possibly why it is rated as having a minimum operating life of 12hr, because the DSC not only sends but receives.

PROS: An audible DSC alert on board the mother ship via individual call that



a man is in the water, automatic, GPS position transmitted via AIS. Target marked as SART on the AIS screen of more modern sets.

CONS: None that I can think of.

PERSONAL LOCATOR BEACON

These are effectively small EPIRBs, but where an EPIRB is registered to a ship, a PLB is registered to a person.

They have to be deployed manually, and their inbuilt GPS establishes your position then transmits it to the COSPAS/SARSAT satellites on the 406MHz frequency. The distress and position information is then sent to an MRCC and a rescue is mounted.

The PLB also has a 121.5MHz homing transmitter to help rescue services pinpoint your precise location. Range: enormous – the world.

PRODUCTS AVAILABLE

7 McMurdo Fastfind 220. £180

8 McMurdo Fastfind Max G. £280

9 Ocean Signal PLB 1. £200 (the world's smallest PLB)

10 Kannad Solo. £250

11 Kannad Pro. £350

12 ACR Aqualink View. Unique digital display shows battery life and alert status. £474

PROS: Essential for ocean sailing where there are few other ships. AIS and DSC that work on VHF may not have the range to be picked up by another vessel.

CONS: None of them activate automatically – regulators are concerned that there would be too many false alerts if they were automatic.

MAN OVERBOARD OPERATING SYSTEM

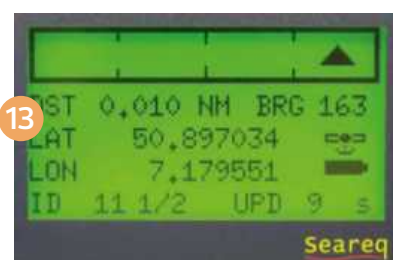
This system uses UHF and is deployed automatically when the lifejacket inflates. The beacon on the casualty uses GPS to establish its position and then transmits to the mother station on the boat, giving co-ordinates and a course to steer to return to the MOB.

PRODUCTS AVAILABLE

13 Seareq MOBOS. Base station £1200, beacons £480 each.

PROS: A dedicated self-contained system.

CONS: As the system is 'closed loop' the alert and GPS co-ordinates of the MOB are sent to the mother ship only. Other vessels, the coastguard and MRCC would not be aware of the MOB and would not therefore



Know your equipment

Whatever kit you decide to get, it is most important to know how it works. You may remember that a man went into the north Pacific from a Clipper Venture yacht and it took them 100 minutes to rescue him, despite his AIS. Andrew Taylor described the ordeal in his book 179W. He had a McMurdo Smartfind S10, which he switched on. But it was only after 90 minutes that he looked at it and realised it hadn't been activated. He switched it off and then on again, whereupon the mother ship picked up the signal straight away and quickly got back to him. In fact when they received the signal they were 1.5 miles from him and he was travelling fast with the current. So they did a remarkable job of searching for him and allowing for the drift in heavy seas and gale force winds. When he had switched it on the first time he had put it into 'test' mode.

be able to help, unless the mother vessel sent a DSC distress alert.

MOBOS was developed from Seareq's Electronic Rescue and Locating System which is designed to keep divers in contact with the mother ship when they surface.

CONCLUSIONS

It does depend on where you do your sailing and if there are any crew on the mother ship to effect a rescue. But for my money, sailing in coastal waters, I want to alert the ship via DSC VHF and then send them my position by AIS, so that they know when I've fallen in and they know where I am. With any luck they'll come back and pick me up. And as I'll have an MOB Lifesaver attached to my lifejacket which will be floating on the water beside me, they'll be able to retrieve me on board with ease.

I'm not very keen, though, on the idea of my AIS/DSC device sending only an individual alert automatically to the mother ship. I'd rather like it to send a DSC distress alert automatically to all ships. Then the vessels around me and the coastguard would know I was in trouble. Australia allows automatic distress alerts from these beacons so I may have to move there. ✈

CONTACTS

- kannadmarine.com
- mcmurdomarine.com
- mrtsos.com
- nasamarine.com
- oceansignal.com
- seareq.de
- acartex.com
- easyais.com



ABOUT THE AUTHOR

Duncan Wells is principal of Westview Sailing, author of *Stress Free Sailing* and creator of MOB Lifesavers



Breitling PLB watch

No report on AIS/PLB would be complete without mentioning the Breitling Emergency 2. Here we have a watch with an inbuilt PLB which transmits on the 406/121.5MHz frequencies, 406 for alerting Cospas Sarsat and 121.5 for last mile location.

One deploys the aerial manually, so like all PLBs the MOB cannot afford to be unconscious or suffering from hypothermia and unable to activate the device. Added to which there is no GPS on the Breitling Emergency 2, so it doesn't transmit a position to the satellites. This means that while the geo-stationary satellites will receive the distress signal they won't have been given a position and because they are stationary relative to the earth they can't work it out, so we will have to rely on the Low Earth Orbiting Satellites to locate the position by Doppler shift and then broadcast this to a ground station when they pass over one of these.

There are six LEO satellites and they don't cover the whole world at the same time. So there could be a delay of up to an hour and a half before one passes over and gets the position to pass to the MRCC. Thinking about hypothermia, that's an hour and a half before anyone sets off, never mind how long it takes to get to the casualty. Still, the MOB will be able to admire his lovely Breitling watch while he waits.

Breitling Emergency 2 approximately £12,000.

PROS: A nice watch, probably.

CONS: Better than nothing but without an inbuilt GPS to transmit position, the MOB could be in for a long wait.

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SHIPPING LANES AND AIS

ANDY LAUDER ON USING ELECTRONICS TO AVOID TRAFFIC WHEN IT GETS BUSY



A yacht heading offshore is more than likely to encounter some heavy concentrations of shipping, in traffic separation schemes, other shipping lanes, deep water anchorages or approaches to major ports. Using AIS and radar can be a great help in these sorts of situations.

Charts mark Traffic Separation Schemes (TSSs) as well as deep water routes and sometimes use dashed arrows to show non-TSS shipping lanes. The shipping lane in the English Channel, for example, is only a TSS at the Dover Strait end and off The Casquets. Other heavy traffic areas you may need help interpreting are

deep water anchorages, which can be confusing, particularly at night.

Of course, large ships still exist outside marked shipping lanes, and often still follow regular routes. If you look at an AIS monitoring web site, such as Marine Traffic (*opposite*), you will quickly be able to see them and plan. Some sites show colour-coded information about the total number of vessels seen over a period of time.

CHOOSING WHERE TO CROSS

If you have the option of crossing in or out of a TSS or a shipping lane then make a conscious decision one way or the other. Additional restrictions apply when crossing a

● **ABOVE**
A yacht passes close to the shipping lane off Felixstowe, Suffolk

TSS but the vessels in the scheme are also more restricted and so their behaviour is more predictable. It is best to avoid the area near the end of a TSS because ships are likely to be manoeuvring as they enter or leave the scheme, making it difficult to predict their courses.

APPROACHING A LANE

On your AIS system a busy shipping lane will be visible as lines of targets all travelling in the same direction, with a further set of targets travelling in the opposite direction in the other lane.

As you approach the lane you can start to identify ships that may need to be avoided. The 'closest point of

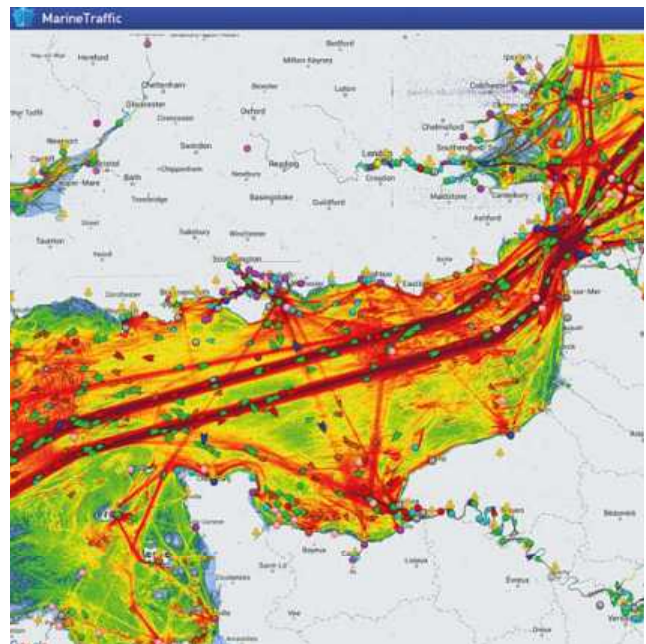


CUNT GARNHAM/SHIPPING/ALAMY

approach' (CPA) prediction by AIS assumes that both you and the target will maintain a constant course and speed. In a shipping lane, away from any corners, most ships will be doing this so AIS can help you to identify which ones to worry about from quite some distance, giving you time to plan your actions.

Traffic in a busy lane is rarely evenly spaced. With your AIS display on a long range setting you may be able to identify a gap in the traffic that would make the crossing easier, or a clump of vessels that it would be best to avoid. While you're outside the lane you've got more options for manoeuvring, so as long as there are no other dangers to avoid you can make whatever course changes are necessary to get to an entry point that takes you across in a quieter patch. At this point even large course changes such as sailing against the traffic flow are a possibility.

If you're sailing then before you enter the lane think about your sail plan. There's no requirement to motor across lanes, but a busy lane isn't the place to be making sail changes or struggling to make a heading into the wind so consider whether you should change your sail plan or motor sail so as to have good manoeuvrability and speed. If the lane is a TSS you really do need to be able to make a heading at right angles to the traffic flow (remember that's heading, not ground track). Even for a lane that's not a formal TSS, such as across Biscay, still making your crossing close to a right-angle heading will get you across in the shortest time.



MARINETRAFFIC.COM

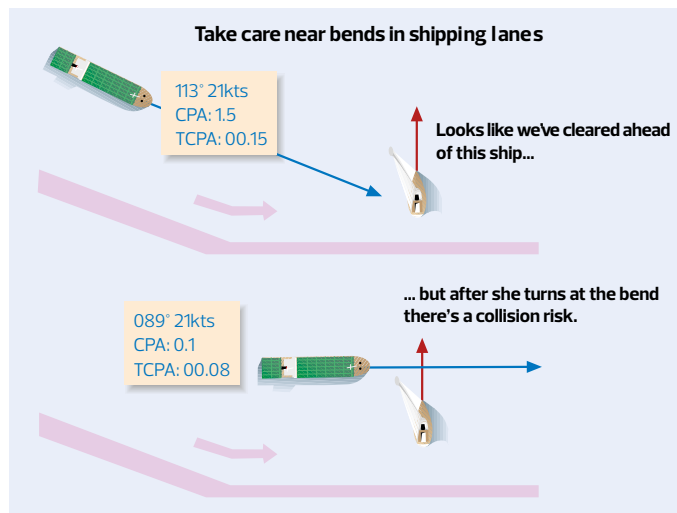
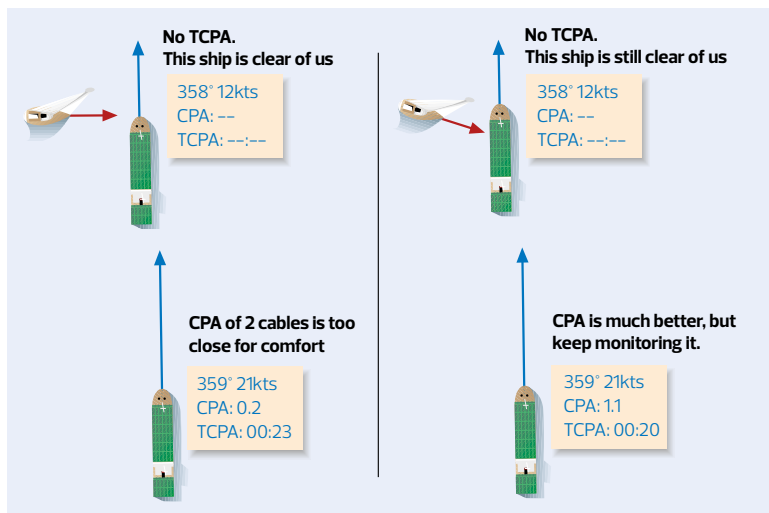
● ABOVE

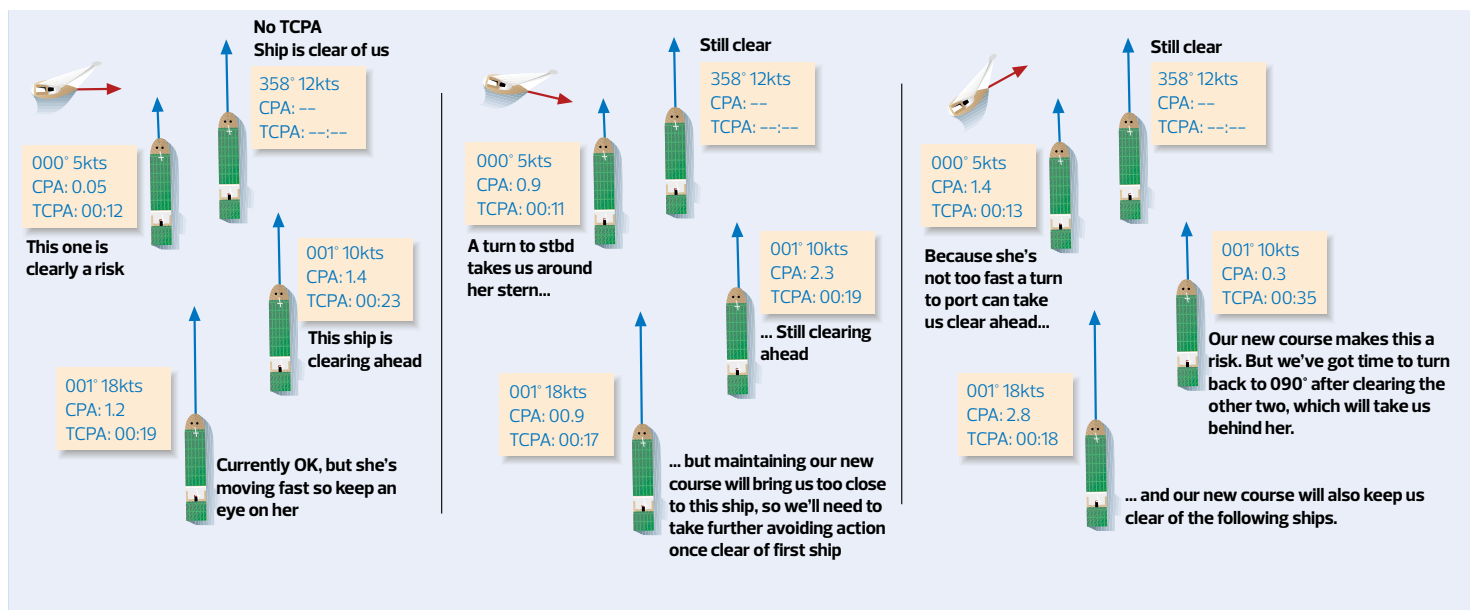
A snapshot of AIS traffic in the English Channel with an overlay of traffic density for the whole of 2014 (marinetraffic.com). It's clear that most shipping keeps to well defined lanes between the two TSSs. It also shows lines of traffic joining the mid channel lanes just south of Brighton. Knowing where to expect heavy traffic you may be able to plan a route that avoids the worst areas, or time your passage to cross the busiest areas in daylight. If you're running a watch system then you can organise things so that you have experienced crew on watch in the areas where you expect to meet the heaviest traffic.

IN THE LANE

Using AIS data to plan ahead should allow you to make smaller course alterations early on, avoiding drastic late manoeuvres. Look at the CPA (closest point of approach, in nM) and TCPA (time to closest point of approach, in hours and minutes).

Your AIS system will give you range and bearing to each target. Sight along a bearing to visually identify each vessel so you can tie in what you're seeing by eye with what's on your AIS display. This can help to make sense of what you're seeing when you look out as well as helping interpret the AIS display. In heavy traffic it's easy to become fixated with an AIS or radar display but it's important to keep a good visual look out as well to spot non-AIS vessels and other





hazards. For something as important as collision avoidance it's best not to rely on a single source of information; monitoring bearings by eye backs up the information that you're getting from your electronics as well as reminding you to keep looking out.

The big advantage that AIS brings (and MARPA for radar targets, which will also give you CPA and TCPA readings and will give better accuracy the longer you track the target) is accurate range and speed information for potential risks, allowing you to assess how close you're going to get and whether you're passing ahead or behind. Knowing which ships you can safely cross ahead of, either on your current heading or with a small course change, can give you a much more direct course across the lane, helping to clear the traffic as quickly as possible. The less time you're in a lane the fewer ships you'll need to worry about.

When you do choose to cross ahead remember that there's no definition of a safe minimum CPA. The crew of a large ship may have a different opinion from you on the minimum CPA that they are happy to accept. Even if you feel brave enough to cross close ahead of a ship the other vessel may not be happy with a reduced clearance and may feel obliged to take some avoiding action. Once a ship starts to change course the CPA and Time to CPA predictions will change and you may well have to

re-consider your actions. It's hard to put a number on a minimum CPA when crossing ahead but I'd suggest at least a mile, possibly more if the other ship is travelling at high speed.

CLOSE QUARTERS

Making good use of AIS information should help to avoid getting too close to other vessels, but things don't always go to plan. In a close quarters situation be wary of slowing down, especially to the point where you lose steerage, which can leave you as a sitting duck for the next ship. A course change is a better option, but if you're in a TSS be aware that a large course change to go around the stern of a ship will leave you sailing against the traffic flow – yacht skippers have been prosecuted for sailing the wrong way in TSSs.

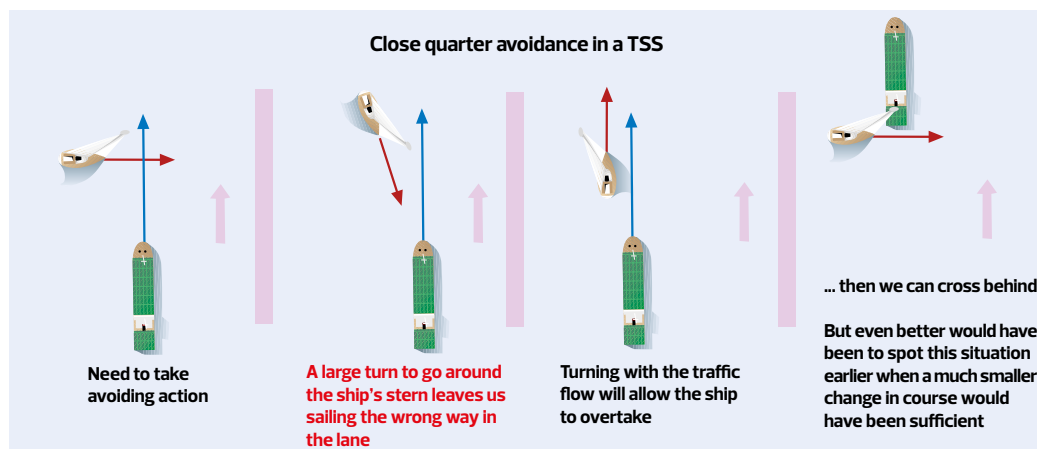
One option is to turn with the direction of traffic flow in the lane

and run parallel to the ship while it overtakes you. If things have got to the point where even that is too close then make a 180° turn and sail away from the danger until you've got a safe clearance, taking care to check that this isn't going to put you in danger from ships you've already cleared.

RESTRICTED VISIBILITY

With careful use of AIS, ideally in combination with radar, it's possible to cross a busy shipping lane in fog without making visual contact with any of the ships. In this situation you are heavily reliant on your electronics and something as simple as a loose connector could leave you effectively blind in busy traffic. If you know that visibility will be poor think whether you really need to be getting into heavy traffic today.

In restricted visibility rule 19 of the collision regulations applies. →



This covers conduct of vessels that are in sight of each other by radar alone; it makes no mention of AIS. Even if you have an AIS transceiver you don't know whether other vessels are monitoring you on AIS or just on radar, so it makes sense to act in the same way for an AIS target as the rules say that you should for a radar target. That way any action that you take will be what the other vessel is expecting.

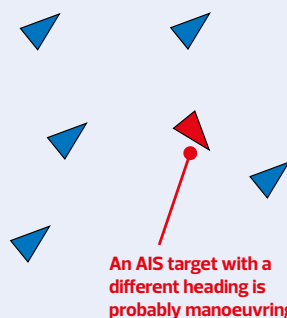
DEEP WATER ANCHORAGES

In and around a deep water anchorage large ships will normally be moving at slow speeds but will be making course changes as they enter or leave. There could also be pilot vessels in the area, travelling at high speed. At night anchored ships will be a blaze of deck lights. As a ship weighs anchor and gets under way it will turn off most of its deck lights, making it hard to spot against the anchored ships just as it starts moving.

It should be possible to tell which ships are anchored from their AIS status, but this requires someone on each ship entering the correct status, so there is room for human error. AIS course and speed data is a more reliable way of identifying which ships in an anchorage are under way. In tidal areas the ships' headings can be a good indicator: anchored ships will all point into a tidal stream so they'll all show the same heading on AIS (that's for class A vessels, which transmit heading data). Ships entering or leaving a deep water anchorage are unlikely to follow a steady course so it pays to be more cautious with the CPA/TCPA predictions from your AIS.

Deep water anchorages on AIS

If there's a tidal stream, anchored ships will point into it. Class A AIS includes heading data so a display will show this (but not for class B AIS vessels).



An AIS target with a different heading is probably manoeuvring.

USING VECTORS

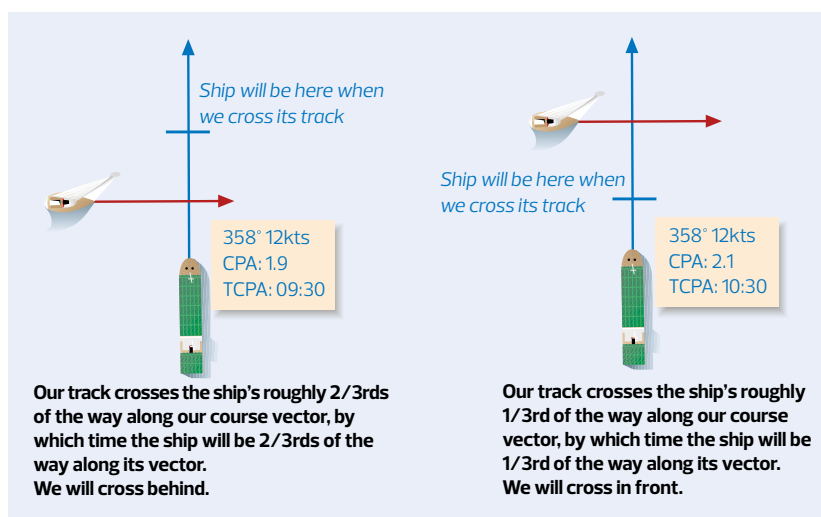
Most AIS systems can display vectors for selected targets, showing the predicted ground track over a certain time period. The time period is usually configurable, so make sure that you know what it is set to on your system. If you set your boat's predicted track vector to the same time period as you've set for AIS (and MARPA) vectors (for example

30 minutes) then you can compare your predicted position against that of other targets by looking at the end point of the vectors. This can help to decide whether you're crossing in front or behind of each vessel.

SHIPPING AWAY FROM LANES

In my experience, large commercial ships do normally give way when I've been the stand on vessel. Because of their size and speed they do this with a small course change some way off, which can be hard to see visually. On AIS you can see the ship's heading change, so you know that it is taking some action.

As long as you are happy that she is going to pass safely you can maintain your course and speed, making you a steady target for the big ship to track. If you start changing course it can make it more difficult for the other vessel to decide what you're doing, which in turn makes it harder for them to avoid you.



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- exposuremarine.co.uk

Aurora day and night flare

Crewsaver has launched a brand new range of pyrotechnics from Pains Wessex, including this nifty little 'day and night' flare. With orange smoke at one end and a red handflare at the other, it serves to attract attention at any time of day. Designed to help pinpoint your location once the rescue is under way, the day and night flare is a handy size for grab bags, tenders, and stowing close to hand. The new Aurora brand includes a full range of pyrotechnics for sailors.

- £42
- painswessex.com



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THE BEST NEW GEAR AFLOAT

Raymarine Quantum radar

Two years after Furuno launched its wireless radar, Raymarine has got behind Wi-Fi too. But it has gone much, much further, turning to solid state technology. Quantum does away with the signal cable in favour of wireless communication with your Raymarine MFD – compatible with models going back to around 2011. So far so good. However, the real leap forward here has been the re-engineering of the radome. Gone is the heavy steel chassis required to power the old Magnetron. In its place, just a printed circuit board that uses existing CHIRP signal technology to deliver excellent imaging up to 24nm. Range is half that of a Magnetron, but with at least twice the definition. Simulations showed the Quantum picking up echoes from kayaks by a seawall with tall buildings behind it. Sailors will be excited by the claims on power consumption too – around 30 per cent of its predecessors – 7W in standby or 17W when transmitting.

- from £1,496 (18in)
- raymarine.co.uk



Icom IC-M93D handheld VHF

Available later this year, the IC-M93D claims to be the next generation of marine VHF handhelds, thanks to its large 2.4in LCD screen and ergonomic design. Functionality is similar to the M91D, including DSC, buoyancy, active noise cancelling and MOB button.

- c£300
- icomuk.co.uk





ON TEST

Silentwind blades

VERDICT: ★★★★★

Portuguese manufacturer Rulis Electrica hand laminates these blades from high-tensile carbon-fibre and epoxy for the Silentwind marine generator. But they are also suitable for substitution in the Air-X and Air Breeze range of turbines, which you'll often hear screaming away in anchorages and marinas.

We put the blue blades to the test on a five-year old Air Breeze unit, whose blades had become louder as the black GRP deteriorated. The swap required a new hub (£70) with a slightly different cut out for the blades and twin fixings, but Air-X owners would be able to use their old hub. Otherwise it's a very straightforward process involving six bolts and an Allen key.

The improvement was instantly clear. At start up speed, the new blades were silent, rising only to a barely-audible murmur as the turbine pumped out 5A in around 15kts of wind. It was difficult to take measurements with the decibel meter because of the ambient noise of a busy marina, but we observed an astonishing difference. The unit was so quiet, we had to check the ammeter to see whether it was generating. Just a shame about the price!

- £294
- technicalmarinesupplies.co.uk

Henri Lloyd Flex 3D jacket

Picking up a DAME design award in November, this jacket is incredibly light and comfortable to wear, thanks to its non-flattening spiral wadding which retains its thermal qualities, even when stretched up to 15 per cent. Just picking it up is a treat for the senses. Available only in black.

- £140
- henrilloyd.com



Ocean Safety Guardian PLB

New from 3Si, the company behind Ocean Safety, the Guardian is a lightweight personal locator beacon for pinpointing a man overboard using GPS and the global satellite network (see more on pp60-63). It weighs just 150g and has a five-year battery life and 48-hour operational life. Includes an LED strobe to attract attention. The range also includes Epirbs and Sarts.

- £299
- oceansafety.com



Ultraline stern anchor reel

This neat-looking stainless steel reel comes pre-loaded with flat floating Dyneema webbing from 40m to 80m length. If you're cruising the Baltic, you'll find yourself anchoring over the stern and nosing bows-to a jetty or a skerry, and this makes it easy. Dyneema's greater strength raises the breaking strain to 3.2t for a much smaller diameter of reel.

- from c£750
- ultramarine-anchors.com

SHORTLIST

14-16IN FOLDING/FEATHERING PROPELLERS



MORE SHORTLISTS

We keep this list and others like it up to date online at sailingtoday.co.uk



Darglow Featherstream

A feathering prop which, it's claimed, increases sailing efficiency by 15 per cent compared to a fixed propeller. The Featherstream has a nickel-aluminium bronze body, three or four stainless steel, heat-treated blades and an external pitch adjuster for rapid fine tuning.



- darglow.co.uk
- 12in-14in, Three-blade £1,266

Brunton Autoprop

Another feathering propeller, which means the blades do not completely fold in when not in use, but simply turn the blade edge in line with the water flow. Slightly more resistance than a fully folding prop, but less prop walk and better thrust astern. Brunton offers two- or three-blade props and features 'optimum-pitch' blades.

- bruntons-propellers.com
- 15in H5 blade c£2,280

Gori

A very popular folding prop. Gori offers seven different diameters in two- and three-blade versions to tailor for a wide range of different engines. Gori says three blades combines the extra thrust astern of a feathering prop with the hydrodynamic advantages of a folding prop.



- gori-propeller.com
- Two-blade 14in £780; three-blade 14in £2,220

Flexofold

Flexofold offers two- to five-bladed folding propellers at affordable prices. They are notable for their large blade area combined with a hydrodynamically efficient shape when folded. Twin gears on the folding mechanism ensure that the blades open and close smoothly and efficiently.



- flexofold.com
- Two-blade 14in £975; three-blade 16in £2,045

KiwiProp K3

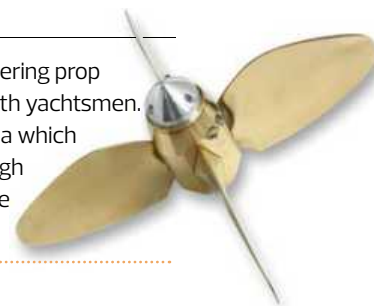
A three-bladed feathering prop that features no internal gears within the folding mechanism. The advantage is greater streamlining as each blade adjusts individually to the water flow when feathered. The blades are also unusual in that they are made of a Zytel composite (high strength and no corrosion). Four-blade option also available.



- vectamarine.com
- Three-blade 15in: £1,014

Max-Prop Easy

Max-Prop was the pioneer of the feathering prop and remains a hugely popular option with yachtsmen. The thin blades have a large surface area which produces excellent thrust astern and high efficiency ahead. Blade pitch can also be manually adjusted.



- darglow.co.uk
- Price tailored to individual customer

Volvo Penta

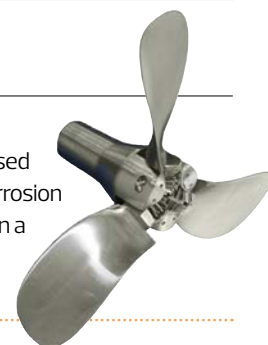
Volvo's folding props are distinctive in any boatyard due to the unusual high skew shaped blades, which is meant to reduce vibration and cavitation. The blades are sold separately from the hub, meaning that you can customise the unit to meet your yacht's requirements precisely.



- volvopenta.com
- Two-blade 14in c£792

Slipstream

Slipstream is a folding prop and, unlike most, it is made out of high quality stainless steel as opposed to bronze. This negates the usual electrolytic corrosion that occurs when you have a bronze propeller on a stainless prop shaft while the tougher nature of steel means the prop is less easily chipped.



- steeldevelopments.net
- Two-blade 14in £1,365; three-blade 14in £1,836

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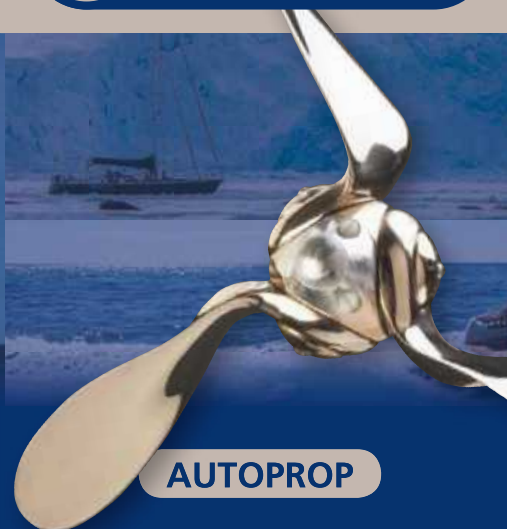
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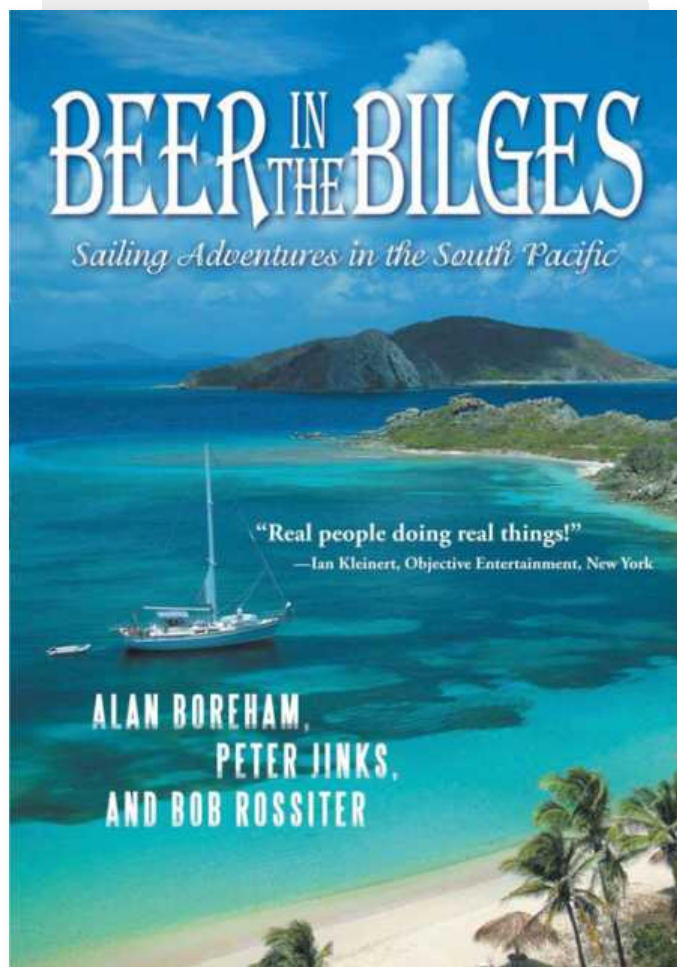
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Robust and poignant

On the face of it, *Beer in the Bilges* looks like one of any number of self-published cruising stories. But it would be a mistake to judge this book by its cover. Intriguingly, it has three authors – a Canadian, a Kiwi and Aussie – and the events relate to a yacht delivery they made together on the 55ft gaff-rigged ketch *Ron of Argyll* between Pago Pago and Hawaii. The first half of the book details the three men's individual exploits sailing the Pacific ahead of the delivery, before it slips into a high-jinks narrative of their time together. It was written over eight years, in the third person and some 20 years after the events it describes. The writing is robust, witty and poignant, describing a time when the Pacific was less used to cruising yachtsmen than it is now, and peopled with extraordinary characters.

Verdict: Adventure writing at its best – so real that I felt like a stowaway reading it. I just wish the photos had been reproduced better. *SF*

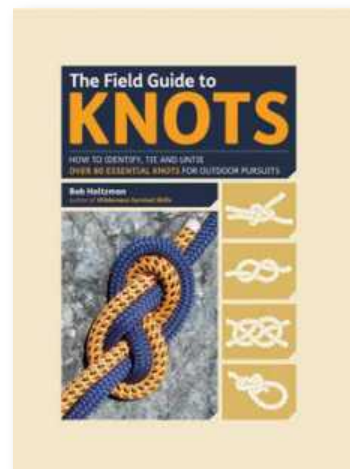
- c£3 (\$3.99) ebook; c£25 (\$34.95) hardback
- iUniverse (bookstore.iuniverse.com)

A knot for the job

More than 80 knots from various outdoor pursuits – sailors can take tips from mountaineers and horsemen – written by Bob Holtzman, who has 25 years' experience in the field.

As well as photos of and instructions on how to tie knots, he also teaches you how to identify existing knots, so you can untie, re-tie or replace with a more suitable type.

One example is the surgeon's knot (used for tying off slippery blood vessels) in place of a square or reef knot in slippery line, or the strangle knot as a temporary rope-end whipping. The hardback book is coil-bound, so it lies open flat.



Verdict: Learn your new party trick on pages 102–3: the one-handed bowline. *EB*

- Apple Press (applepress.co.uk)
- £13

TIME OUT

OUR PICK OF THE BEST NEW BUNKSIDE READING, FILM AND SMARTPHONE APPS

Major on the Tube

A new YouTube series, *Not Under Command*, is offering seamanship hints and tips for cruisers and racers. It stars Chris Stanmore-Major, who has a wealth of sailing experience from Tall Ships and cruising to solo-circumnavigational races. "I consider myself a seaman first and foremost," he says. Episode one, 'Storing Lines', is 17 minutes of Chris standing in front of a camera talking and coiling and recoiling lines, which could be boring but actually is very interesting and informative – mainly because he both demonstrates and explains why.

YouTube reviewers agree. "After over 60 years of sailing this proves I still have stuff to learn," writes one. "Got to love teaching an old dog new tricks," says another. Upcoming topics are working with loaded winches and proper foul weather clothing.

Verdict: Will change the way you coil and store lines forever. Looking forward to the next episode. *EB*

- youtube.com – search for *Not Under Command*



BUFF TO A SHINE

EVEN THE SCRUFFIEST HULL CAN BE MADE TO LOOK LIKE NEW AGAIN, AS JAKE KAVANAGH FOUND OUT



Whatever your boat is made of, there will be a paint system available to bring it back to its original condition, even if the hull has been dented, corroded, scratched or simply faded by UV. If the colour has just bleached a little, then a range of abrasive polishes will usually restore the finish to a rich deep gloss. But if the damage is more extensive, or you just want a change of colour scheme, then there is a wide choice of paint systems available to do a first-class job. Another alternative, and one that is proving very popular with large luxury yachts, is the vinyl wrap,

where the hull is literally encased in a coloured film of self-adhesive vinyl.

While marine paints and polishes are more expensive than their household alternatives, a great deal of research has gone into making them as tough as possible to retain their gloss in a hostile environment. However, these treatments require two basic ingredients to succeed: good preparation, and careful application. Fortunately, both are within the remit of a competent amateur, or can be quickly handled by a properly trained and fully equipped professional. It all depends on your budget, and the value of your yacht.

Sadly, no hull is completely impervious to the ravages of

● **ABOVE**
Mirror-like hull
finish achieved in
Berthon's paint bay

time and weather, especially a salty, tropical environment with extremes of temperature. As such, the pigments in a gelcoat will fade in bright sunshine, metal hulls will corrode under a compromised topcoat, and planked wooden hulls can open at the seams under certain conditions. A successful paint job will not only need a strong outer layer, but also some preventative maintenance during the lifetime of the new application.

Restoring your hull falls into three main categories – a simple wash down and polish, and that includes buffing up some modern paint systems; a DIY repainting of the hull; or a full professional makeover. Each has its merits,



BERTHON

and an escalating cost element, so let's look at each one in turn.

THE BASIC HULL POLISH

If your hull is glassfibre, it will almost certainly have a gelcoat finish. Some owners carefully protect this with a UV-resistant polish, but bright sunshine, often reflected back from the water, will still attack the pigments suspended in the gelcoat's surface, albeit at a much-reduced level. An unprotected gelcoat suffers from UV bleaching or 'chalking', resulting in a patchy loss of both colour and gloss that greatly ages the look of the boat.

Fortunately, there are some excellent polishes on the market that will quickly abrade away the

top layer of chalking, and expose fresh gelcoat underneath. The process is relatively time consuming, but hugely rewarding. The trick is to use a variable speed electric buffing machine, such as made by the specialist company Rupes.

Experts in this field are Marineware, a Southampton-based company that supplies all the major boatbuilders and hull restorers with paints, polishes and – crucially – expertise. The team also supports a network of Gelcare centres around the UK that will arrange the hull polishing for you, and to a standard that will often astound.

Very badly faded or scuffed gelcoats will need a gentle sanding with a very fine grade of sandpaper, sometimes as much as 3,000-grit, before the polishing regime begins. Essentially, the gelcoat is gently abraded at slow revs, to avoid heat build-up and burning, with successively finer polishes being used. Once the full gloss is restored, it is then coated every few months with a UV-resistant polish, and possibly with a thicker protective wax if stored outdoors in the winter.

The only downside to this process is that it does take off some of the thickness of the gelcoat, and on a lightweight boat it may even cut back to reveal some of the 'print through' of the reinforcement. Polishing does, however, produce some remarkable results for a relatively low investment in materials.

Some paints, such as Awlgrip's Awlcraft, have been designed to allow gentle polishing, a bit like using T-Cut on your car. Some boat paints, usually the harder, two-pack varieties, will accept a degree of cutting back with a mildly abrasive polish. Good examples are from Faraclar, Starbright or 3M.

If you would rather have someone do the polishing for you, with suitably impressive



JAKE KAVANAGH

● FROM TOP

Any hull benefits from a polish – even white ones. First abrade the chalky gelcoat back, then polish and finally wax

results (providing the hull is in reasonably good condition) then finding a Gelcare facility in your area will be a good investment.

THE DIY PAINT JOB

Due to the proliferation of low maintenance GRP, not many boatowners will have experience of painting topsides and superstructures to a high standard, although experience with household finishing will be a distinct advantage.

Sailing Today went on a course for professional paint sprayers run by Marineware, and we learnt a great deal about how to get the best from brushed or rolled paints, and how they can fail. It is nearly always due to poor preparation, or applying →



JAKE KAVANAGH

the paint at a time of year when there is too much moisture in the air.

“Preparation is most of the job,” course leader Simon Crawford explains. “Many boatowners use the winter lay-up to paint their hulls, but often the temperatures are too low, so the finish becomes patchy. Another big problem is where silicone polishes, commonly automotive types, have been used on a gelcoat. The silicone sinks into the microscopic pores, and prevents a paint system from sticking properly.”

Marine paints fall into two main categories – single pack and two pack. The single packs are considerably cheaper, and rely on the evaporation of a solvent for the paint to harden. They are not particularly hard-wearing, but this also makes them ideal for substrates that will flex. Two-pack paints, by comparison, are twice

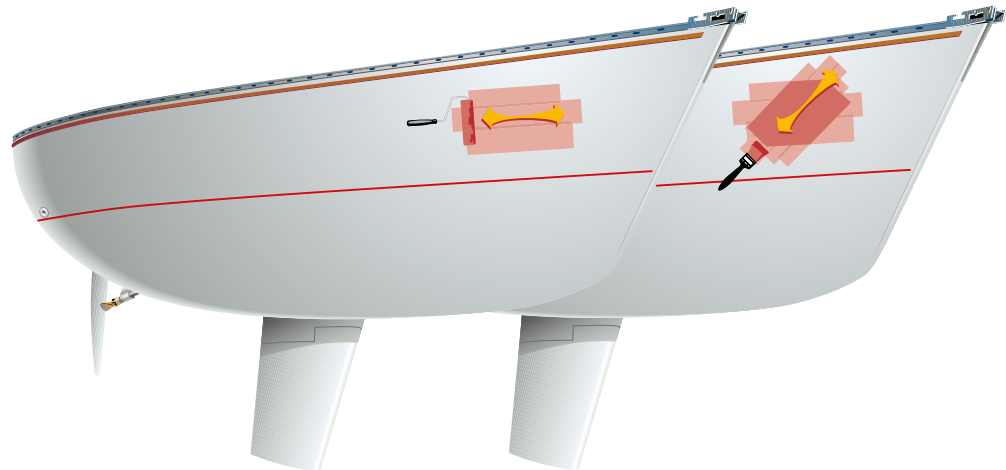
the price for the same volume, but rely on a hardener mixed in ratio to the base paint to cure.

Two-pack paints have a tighter molecular structure, so are much tougher, and don’t go off in the pot. You are likely to use up all of a two-pack without wastage, but single packs often leak air and form a thick skin. The two-pack hardener has to be kept away from moisture.

Painting a hull is more efficiently done if you have some help. The hull needs to be completely clean, and free from silicone and other contaminants, so a post-sanding wipe-down with compatible thinners is usually advised. The substrate is then lightly abraded, any scuffs filled in with epoxy filler, and then a primer or undercoat applied. The best results are achieved on a warm

Firstly apply using horizontal strokes with a roller

Then tip-out using diagonal strokes with a brush



● **ABOVE**
Obtain the best paint finish by using the roller in horizontal strokes, then tip with a paint brush on the diagonal

● **LEFT**
Tipping with a brush after the roller results in a smooth, uniform finish

day with no wind, and low humidity. If painting the yacht outdoors, then dampen the area around it to prevent any dust from being kicked up.

The best method to remove brush marks is to ‘roll and tip’. One painter moves along the hull applying the paint with a roller. This gives good coverage with the right thickness, but leaves a slightly textured finish. However, the ‘tipper’ follows up with a soft, unloaded brush and smooths out the surface with soft, diagonal strokes to achieve a uniform finish.

Once the painting has been done, any masking tape should be removed immediately to give sharp edges to overlays, and the hull left for a few days to fully cure before being subjected to fender rub.

“Always follow the instructions,” Crawford advises. “Pay particular

It's a wrap

Vinyl graphics can be used to customise a boat, but this process goes a step further with a full covering. Companies that specialise in this field include Grapefruit Graphics, Boat Wrap and The Wild Group.

The process is mobile, so can be applied to any boat ashore. Application involves cleaning and repairing any surface damage to the hull before laying the vinyl on to the surface from a large roll. Skin fittings and vents are cut out with surgical precision before the vinyl is gently heated to fix it in place. The palette is vast,



GRAPEFRUIT GRAPHICS

and the vinyl protects the hull and remains colourfast for up to eight years. On a warm day, the hull wrap can be done outdoors, and for about 60 per cent of the price of a full hull respray.

Andy Yeomans at Grapefruit Graphics explains: “Wrapping

offers an excellent alternative to paint for anyone who wants to rejuvenate their boat. We are also seeing more new boats having a vinyl hull wrap as it protects the new gelcoat finish of the hull and gives extra value to the boat on its resale.”



attention to overcoating times and temperature ranges. The more ideal the conditions, the better your paint will perform.”

SPRAY FINISH

An experienced amateur can apply spray paint very effectively, but the best results are achieved by the professionals, mainly because they have honed their skills and have the right infrastructure. The standards in the marine industry are very high, for the simple reason that the large flat surfaces of a yacht will show every mistake. “Your car has plenty of curves to hide the quality of the finish, but a yacht – especially a large one – will have vast expanses of a mirror-like surface on display,” Crawford explains. Surprisingly, he adds, “your car’s paint job will often be inferior to your yacht’s.”

To see how the professionals would spray your yacht, we paid a visit to Lymington-based Berthon, a company with many years’ experience and with state-of-the-art spray booths. These can take vessels – and spars – of up to 24m (80ft). In charge of the painting operation is Heather Morton,

● **CLOCKWISE FROM TOP LEFT**
Prepping the hull for primer; rubbing back the primer to get a perfect finish; primed ready for paint; first coat being applied in the glossing booth

a highly experienced industrial chemist who previously formulated coatings for International Paint.

“Each boat will present unique challenges,” Morton explains. “This makes it impossible to give an accurate quote until we have had a chance to examine the hull, but typically a 40ft fibreglass yacht with no major issues will cost between £9,600 and £10,800 plus VAT for a full hull (topsides) respray. The superstructure will cost the same again, and maybe a bit more due to the greater complexity. This figure will include lifting out, removing the masts, moving into our heated spraysheds, and full preparation. The materials cost around £2,500, as we use only top quality two-packs, but most of the cost is in the labour, especially all the tenting and masking within the spray booth.”

Morton and her team consult the customer closely, and quote for every stage of the process. But, she is keen to point out, there can sometimes be surprises, such as ‘pinholing’ of a gelcoat, or invisible repairs that are only revealed at the preparation stage. The legacy of silicone polish is also a labour-intensive problem. “We

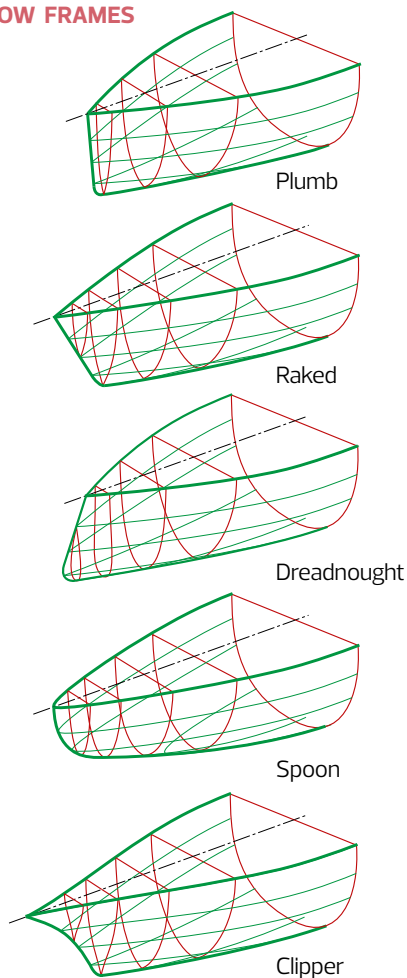
keep the customer fully informed all the way through, and most paint jobs go very smoothly and right to budget,” Morton said. “With the masts down, it’s also a chance for an owner to have them spray-painted too.” We were shown a 90ft (27.4m) mast that was also being treated in one of the spray booths, with the metal quickly primed once exposed to avoid re-oxidisation.

“With proper preparation, and with high quality paint from either Awlgrip or International applied in perfect conditions, a Berthon paint job should last at least 10 years,” Morton says. “If the owner cleans and protects the paint with the cleaners recommended by the paint manufacturers, then a finish can last a lot longer still.”

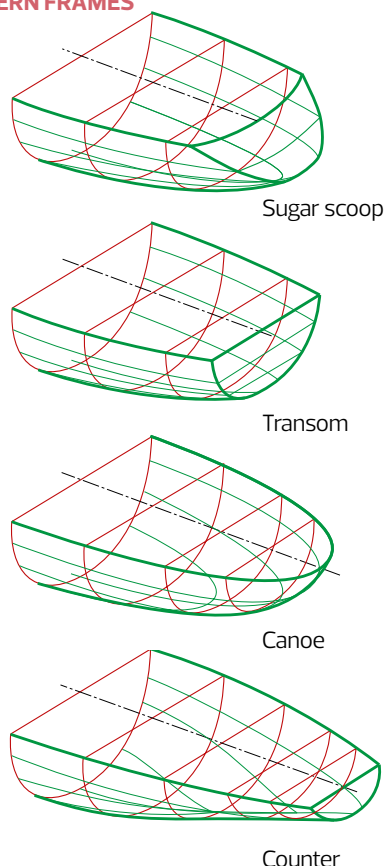
In conclusion, whatever your budget, there will be a treatment out there to help you revive your tired-looking hull and restore its self-respect.

If you don’t feel confident enough to do it yourself, then the experts will be happy to take over, and you can reduce the cost by supplying a lot of the labour-intensive preparation work yourself.

BOW FRAMES



STERN FRAMES



1. THE HULL

YACHT DESIGNER NEAL PAWSON LOOKS AT THE SCIENCE BEHIND HULL SHAPES IN THE FIRST OF A NEW TECHNICAL SERIES

There is no perfect boat for all angles, wind strengths and wave conditions but this hasn't stopped designers and builders from striving to reach the holy grail. This series of articles give a guide to some of the factors involved in the design of yachts you sail or see on the water. Although no one element can ever be looked at in isolation we examine the key areas that define a hull, keel, rudder, rig and sails.

LENGTH IS KING

There are numerous defined measurements of length for vessels - LWL (length on waterline), LOA (length overall), LOD (length on deck), LBP (length between perpendiculars), LLL (load line length) - variously used to judge vessels for speed potential, dock space or earning potential by rating bodies, harbour authorities and governments.

While a boat moves through the water it is restricted by the physics of the wave that it generates. When the wave reaches the length of the vessel, there's a sharp increase in resistance as the vessel effectively has to climb its own bow wave, limiting its speed. This is known as 'hull speed' and is given by the formula: hull speed = $1.34 \times \sqrt{LWL}$

Like all rules there are exceptions, most notably for slender hulls such as those of a multihull. Monohulls can also exceed their theoretical hull speeds, for example when overhangs fore and aft come into contact with the water as the boat heels, as on the Contessa 32 or a Rustler. Over a century ago, yacht designers increased effective sailing length with the use of long low overhangs to the extremes of W. Starling Burgess' 1902 Quincy Cup-winning *Outlook*, whose waterline length of 20ft 10in (6.35m) more than doubled when under way to 52ft 7in (16.02m).

Racing rule-makers have been trying ever since to close this loophole and designers have continued to juggle the

proportions to outwit their efforts. The opposite extreme can be seen with open class vessels which generally just rate LOA, which quickly result in plumb stems and transoms where LWL=LOA.

Overhangs have other advantages. They can reduce the wetted area of the hull to allow more speed in lighter winds before the vessel is restricted by hull speed. At the stern, they can offer a greater loading margin without digging the stern into the water and at the bow it is the most common method of offering reserve buoyancy to keep the bow above the waves.

In conjunction with the yacht's keel, her beam keeps the sails pointing skywards. Every small increase in beam has a big effect on the stability of the boat at a penalty of greater wetted area and thus drag.

NO FREE LUNCH

The wider vessel gives more interior cabin space and a larger deck area and while we are charged by length for pontoon moorings, beam is often free. Although it can support a much bigger rig, this wide body is harder to move through the water than a more slender yacht. The beamier vessel will also be more uncomfortable in waves with increasingly flat surfaces, often resulting in juddering impacts as the boat slams down from the crest of the wave while a narrow hull slices into the next with much lower accelerations. In lighter winds, the beamy vessel will also be hindered by having a larger, high-friction contact area with the water, so all in all there is no free lunch.

When heeled over, excessive beam aft can cause balance and control issues: as the bow gets pressed down, the rudder placed aft is brought to surface. More beam does allow crew weight, spare equipment or water ballast to be placed further to windward helping to generate more horsepower.

WEIGHING US DOWN

The lighter the boat, the more chance it can skip over the water and cheat the restrictions

of wave making. This is most likely to happen when reaching and running, but is harder to achieve if you want to enjoy a few home comforts when cruising.

Some weight is working for you, notably the weight in the keel, which helps you harness the wind. Often a truer performance indicator is thus the ballast ratio, or proportion of ballast in the keel to the overall weight of the vessel. This is the driver for exotic materials in the construction of raceboats and the use of foam cores in the lay-up of cruising boats and a good reminder to clear out that rusted bicycle in the lazarette!

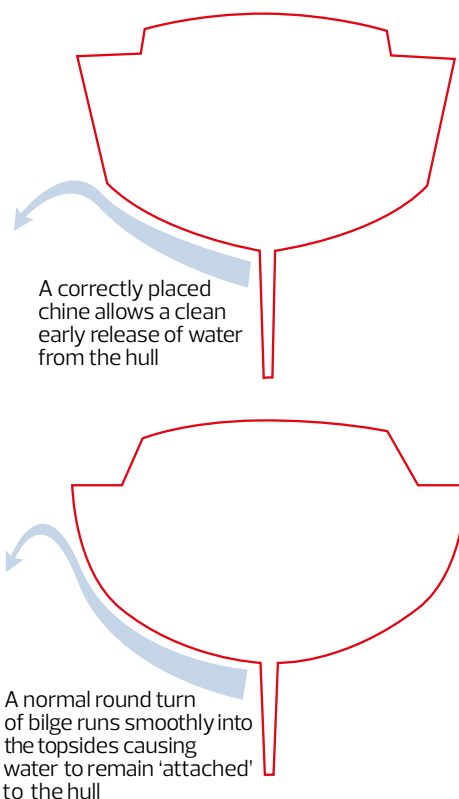
Also as a boat is made lighter, so the yacht becomes more 'excitable' – and more likely to demand greater concentration when under way, but it will be easier to stop when you have come into that dock a little too fast. On the other hand, a heavier boat's momentum helps dampen the motions of a seaway, preventing you being tossed around so much by the wind and the waves.

CHEEKY CHINES

Chines in yachts grew out of the self-build boom years following the Second World War utilising sheet materials such as aluminium and plywood. But they have recently made a re-appearance on the aft end of moulded production boats, such as Dufour and Azuree, where their role is to give a sharp release point for the flow of water to detach itself from the hull, reducing wetted surface (friction). As the water runs aft under the hull, the majority exits under the stern but some escapes either side. On a round bilge hull this water stays attached, but a correctly placed chine allows early release when the vessel is travelling at speed. In lighter winds and slower speeds, though, the chine just causes disturbed flow and greater wetted surface. Placed higher up the turn of the bilge it can give a more powerful hull for a given overall beam by truncating the curve of the bilge.

ENTRY AND EXIT, A DISTRIBUTION OF VOLUME

In ancient times Archimedes made the connection between weight and volume of water displaced by causing his bath to



overflow. Adjusting the distribution of the volume in a boat's hull can affect its performance. A yacht such as an Oyster with finer ends and more volume in the middle section accelerates better but has a lower potential top speed. More evenly distributed volume along the length of the boat has the opposite characteristics.

The proportion of this distribution between the ends and the mid section of the boat is defined in a 'prismatic coefficient' (see below). A boat with a finer bow will slice more easily into the waves while full bow sections can result in bone-jarring slams in a choppy sea. For the best of both worlds, the bow should have a fine entry to slice the waves but sufficient volume to stay above them, given either by the overhang or rake forward of the stem, or with flare

in the topsides. If fine forward sections are coupled with a similarly fine stern, the yacht can end up 'hobby-horsing' as there isn't the volume to damp the pitching in waves. A smooth run aft allows the cleanest flow of water from the back of the boat, so sharp changes in surface are best avoided and are generally the result of archaic racing rules.

SEAWORTHINESS

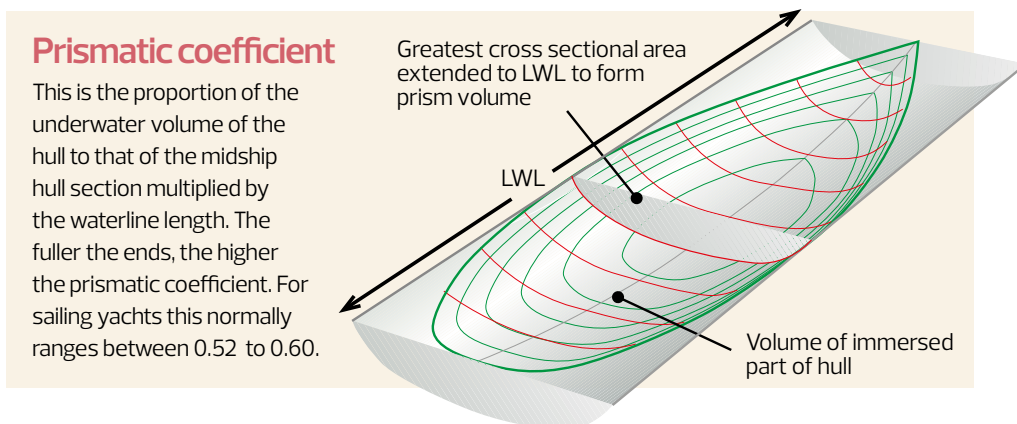
Generally excesses in any particular area will leave one more vulnerable to the forces of nature. Too light, and nature will take over your destiny, too heavy and you can leave yourself unable to escape danger. Beam is the same; only length is where bigger is generally better. Balance all of these ingredients correctly and you will have a seakindly hull. In addition to these particulars, there are a range of other important factors: freeboard, hatch positions, cockpit draining, coamings and superstructure. If it is the intention to sail in extreme conditions, the angle of vanishing stability, where capsize becomes inevitable, might be worth investigating.

CONCLUSION

The ultimate hull design that is perfect in every wind and wave conditions will always tease yacht designers but given priorities and the acceptance of compromise an owner's perfect yacht can be found. ✦

ABOUT THE AUTHOR

Neal Pawson is a Chartered Engineer and naval architect. He designs power cats for the wind industry, and once designed Southerly yachts.



Prismatic coefficient

This is the proportion of the underwater volume of the hull to that of the midship hull section multiplied by the waterline length. The fuller the ends, the higher the prismatic coefficient. For sailing yachts this normally ranges between 0.52 to 0.60.



SOUPED-UP CRUISER

Sam Jefferson turns up a surprising entry-level bargain in the Vikor 30

Superficially the modern cruising yacht ends up seeming like much of a muchness: one mast, two triangular sails, a cockpit. Sometimes the boat is a different colour and that really ramps up the excitement. Now and again, however, a yacht has some feature on it that pulls you up short: gives you that 'bloody hell' moment and often leaves you lingering, glancing back at the yacht with wonderment. One such yacht for me was the Vikor 30. I wandered past it at the Southampton Boat

Show and saw little more than a fairly smart 30ft (9.14m) cruiser/racer. Then I saw the price tag and that pulled me up so sharply I nearly ended up with whiplash.

She's from Poland and, in fairness, there is a fairly extensive range of ludicrously cheap mid-size Polish cruisers out there. I should know: I have tested a fair few of them. The difference with the Vikor is that, first, she has a UK dealer and, second, she just looks so completely up to date. A cursory glance does not reveal much that suggests this is a bargain basement product. In

● **MAIN**
The Vikor 30's sporty lines are apparent straight away

fact, on first glance, her lines are remarkably easy on the eye. With her broad hindquarters and knifelike entrance, near plumb bow and vertical transom, there is definitely more of the racer than the cruiser about the Vikor 30. In fact, she bears more than a passing resemblance to Comar's sporty little Comet 31. Closer inspection reveals why. She is the Comet 31. Well, she shares the same Sergio Lupoli-designed hull.

This is odd, because Italian manufacturer Comar prides itself on supplying high quality premium cruiser/racers by and large. It



ABOARD, THERE WERE INEVITABLY SOME SIGNS THIS YACHT HAS BEEN BUILT TO COST

moderate rig to compensate for the reduced weight of the keel. Given that the wind was gusting up to 30kts at the time, I viewed this with apprehension. I have tested one particular yacht from this region which was so tender it was barely sailable (the test was never published, in case you were wondering).

Plastic fantastic

Before sailing, an appraisal of the Viko's interior was required and once aboard, there were inevitably some signs that this yacht has been built to cost. The overall quality is good and the space down below is light and modern, but once you get down below, you start to spot some tell-tale signs.

There is a rather indecent amount of plastic everywhere, including the

● ABOVE LEFT

The teak cockpit sole is a concession to cruising sensibilities

● ABOVE RIGHT

But the open transom and Mini Transat-style steel tiller tell a racier tale

companionway steps and the sink in the heads, which are made out of a rather shiny grey plastic, but other than that, everything is there and is, to be fair, very low maintenance.

The galley is to starboard and features a fridge and a gas hob with the option of an oven, the heads is roomy and there is a large double berth aft which runs athwartships and a smaller double forward which would accommodate two children or one large adult. There is also the option of a third double in the saloon, so you could cram in six if you were feeling particularly masochistic, but it is ideal for a family of four. It's stark but perfectly comfortable and functional. Basically, you could go for an extended cruise if you wished and there is also everything required for a comfortable family weekender. →

certainly explains the particularly handsome pedigree look to the Viko 30. It also suggests that the yacht will sail well, which is good because it means many first time sailors will discover sailing in a yacht that can actually do that. She comes with three different keel configurations: swing, lift and fixed, which makes her pretty versatile. She's light, weighing in at under three tons (1,000kg lighter than the Comet 31 incidentally), but can't be trailered due to that sizeable derrière. I tested the swing keel variation which has a slightly more



ALL PHOTOS: JOE MCCARTHY



THE LITTLE YACHT MANFULLY STUCK TO THE TASK OF ACTUALLY SAILING, HITTING 6.5KT AT TIMES

SAM'S VERDICT

I was pretty impressed with the Viko. She looked smart and thoroughly up to date and she handled some frankly awful conditions gamely. I would have liked to sail the fixed-keel version, because if you added a gennaker and some racing sails, you would have a pretty competitive racing yacht. This is ironic, because Viko is aiming this one at young families starting out in yachting. Nevertheless, she has a modest, manageable sail plan and is comfortable, if slightly basic, down below. That open transom is the only cruising concern. The choice of swing, lift and fixed keels also gives you an excellent range of cruising options, while that price tag means that this is a hell of a lot of boat for relatively little outlay. She's a great starter yacht or an equally great little racer which could be cheaply campaigned.

PERFORMANCE: ★★★★★

ACCOMMODATION: ★★★★★

LOOKS: ★★★★★

THE SPEC

LOA: 30ft 4in (9.3m)

Beam: 10ft 8in (3.3m)

Draught: 5ft 9in (1.8m); fixed keel 5ft 2in (1.6m) lift/swing

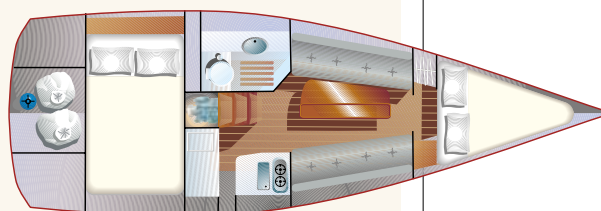
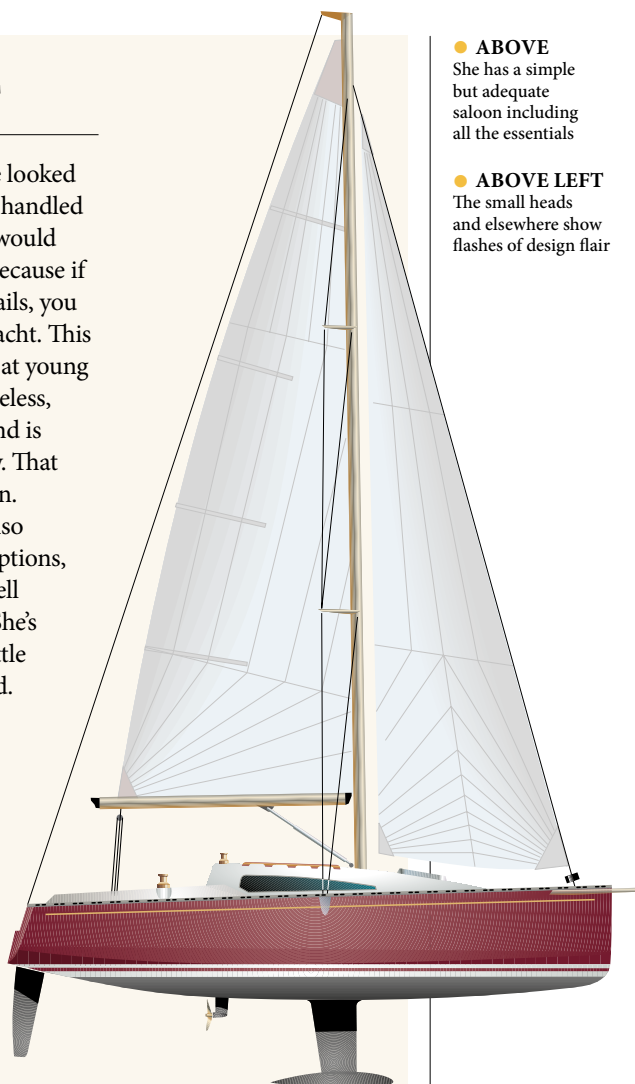
Displacement: 3,000kg (6,600lb)
Fixed keel 2,750kg (6,062lb) swing keel

Sail area: 500sq ft (46.5m²) fixed keel; 430sq ft (40m²) swing keel

RCD Category: B

Price: £39,000 ex-VAT

Contact: vikoyachts.co.uk



● **ABOVE**
She has a simple but adequate saloon including all the essentials

● **ABOVE LEFT**
The small heads and elsewhere show flashes of design flair

The cockpit was also a comfortable space for a family, although that wide, open transom may be deemed rather too open (there is an option for a double guard wire, however). Removable backrests add to the comfort levels. The mainsheet is well positioned on a camcleat mounted in just the right spot for the helmsman to reach and the genoa car tracks are situated well inboard. The only thing lacking for a racer is an important detail such as a traveller, although no doubt this could be retro-fitted. Storage is generous with a very deep lazarette and sizeable cockpit locker giving a good amount of storage space.

On the water in uncompromising conditions, the Viko was excellent. She was fine under engine thanks to the 9.1hp Yanmar 2GM, which is on a saildrive and had more than enough grunt to push this lightweight boat along. Under sail she was a revelation. Due to an issue with reefing lines, we could only put one reef in, so were overcanvassed all things considered. Yet the little yacht stood it well and manfully stuck to the task of actually sailing, hitting 6.5kt at times and 7kt-plus off the wind.

The running rigging set up was simple and I loved the tiller steering – wheel steering is an option, but it looks a bit weird. I returned to shore quietly impressed at how gamely the yacht had dealt with the conditions. It made me wonder how the fixed keel version of the yacht, which has an extra 250kg of ballast, would have performed. ✨



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£139,00



Island Packet 440

A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Scotland.

£285,000



Moody 425

1990 Year Model, Blue Water Cruiser, Thornycroft (2003) 55 hp Diesel Engine, Deep Fin & Skeg Keel, Wheel Steering, Slab Reefed Mainsail, Eight Berths in Four Cabins, Stowe Tri Data Instruments, Raymarine C90W Chart Plotter with Integrated Digital HD Radar, Raymarine St4000+ Autopilot, Electric Anchor Windlass and CopperCoat. Lying Eastbourne

£75,000



Beneteau Oceanis 361

2001 Year Model, Owner's Two Cabin Configuration, Fin Keel, Wheel Steering, In Mast Furling Main Sail, Volvo Penta 29hp Diesel Engine, Furling Genoa, Electric Anchor Windlass, Simrad Chart Plotter & Radar, Icom VHF and Cruising Chute. Lying Eastbourne

£48,995



Bavaria 42 Cruiser

2005 Year Model, 3 Double Cabins, Volvo Penta D2-55hp Sail Drive Diesel engine, Twin Wheels, Lead Fin Keel, In-Mast Furling Main Sail, Bow Thruster, Electric Anchor Windlass, Full Raymarine Electronics including Auto Pilot. Lying Eastbourne

£88,950



Beneteau Oceanis 38

1998 Year Model, 3 Cabin Version, Fin Keel, wheel steering, Yanmar 29hp Engine, Slab Reefed Main Sail, Autopilot, B & G Instruments, Icom VHF Radio, Electric Anchor Windlass, Liferaft & Webasto Heating. Lying Eastbourne

£54,950



Icelander 43

1999 Year Model, Steel Multi-Chine Hull Blue Water Cruising Yacht, Bermudan Cutter Rig, Wheel Steering, Center Board Keel, Riggged Originally for Single Handed Sailing. Ford 75hp Diesel Engine, 6 Berths in 3 Cabins, Navman GPS Plotter, JRC Radar, Cetrek Tri Data Instruments. Lying Hartlepool.

£71,500



Hanse 371

2003 Year Model, Volvo Penta 29hp Sail Drive Diesel Engine, Deep Fin Keel, Wheel Steering, Self-Tacking Foresail, Slab Reefed Mainsail, Owner's Two Cabin Configuration, Simrad Tri Data Instruments, Simrad CR44 Chart Plotter with integrated Radar, Simrad DSC VHF Radio and Electric Anchor Windlass. Lying Eastbourne

£64,950



Beneteau Oceanis 381

1998 Year Model, 3 double Cabins, Wheel Steering, Fin Keel, Slab Reefed Main Sail, Yanmar 3GM30 29hp Engine, B & G Speed, Wind, Log and Autopilot Instruments. Lying Eastbourne

£54,950



Gibsea 96 Master

1987 Year Model, Deep Fin Keel, Tiller Steering, Slab Reefed Main Sail, Electric Anchor Windlass, Raymarine E7 Hybrid Touch Plotter, Raymarine Tri Data Instruments, Webasto Heating and CopperCoat Anti-Fouling. Lying Eastbourne

£29,995



Prima 38

2001 Year Model, 12 Berths, Deep Fin Keel, Wheel Steering, Carbon Mast, Stainless Steel Rod Rigging, Carbon Spinnaker Pole, Nexus Electronics, Nexus Autopilot, Good Sail and Spinnaker Inventory. Lying Eastbourne

£66,950



Scanyacht 290 Voyager

2001 Year Model, Yanmar 27hp Diesel Engine, Long Keel, Slab Reefed Mainsail, Wheelhouse Steering or Tiller in Cockpit, Five Berths, Raymarine Tri Data Instruments, Raymarine Chart Plotter, Raymarine ST5000 Auto-Pilot, Simrad RD68 DSC VHF Radio, Electric Anchor Windlass and Wind Generator. Lying Eastbourne

£49,950



Beneteau Oceanis 34

2011 Year model - Limited Edition, Yanmar 29hp Diesel Engine, Deep Fin Keel, Wheel Steering, Slab Reefed Main Sail, Owner's Two Cabin Configuration, Elegance Trim level, 6 Berths in 3 Cabins, Assymetric Spinnaker Rigging, Electric Anchor Windlass, Simrad Autopilot & Tri data, Garmin GPS Plotter & AIS. Lying Eastbourne.

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Jeanneau Sun 2000

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GRAND SOLEIL 50 | EMMA CLAIRE

A Doug Peterson-designed fast cruising yacht built in Italy by Cantiere del Pardo for Grand Soleil.

She looks almost like a classic, with a reverse transom to add waterline length and a rounded shape to help improve stability downwind.

The coachroof is low-profile, making her sleek to look at and great to look out from, with excellent visibility. There's an aft cockpit, small companionway cockpit and an access hatch forward in the teak deck to the sail locker, which can also be reached from below and has enough room to store fenders.

Because of Peterson's America's Cup pedigree, she's a fast cruiser built along racing lines, so there's rod standing rigging, running backstays and a solid lead fin keel.

Below are three double cabins. The owner's en-suite cabin is forward, with a double bunk to port and seating and a dressing table to starboard. There's a wet locker aft as you make your way from the companionway to the aft cabins.

Lying in Mylor, Cornwall, *Emma Claire* has had one owner from new, who has cared for her well. An oldie but a goodie.

● ancasta.com

LOA: 50ft 3in (15.3m)

Beam: 14ft 1in (4.3m)

Draught: 7ft 1in (2.2m)

Year built: 1996

Berths: 8



SWEDEN 42 | SHABBY TIGER

An ocean-going cruiser-racer, one of the last Sweden 42 yachts to be built, *Shabby Tiger* has cruised through Sweden, Norway, Brittany and the Western Med, mostly two-up.

Her owners, who are trading up to a bigger Sweden, commissioned extra furniture during the build, so there is plenty of storage.

She has a balsa core sandwich hull with reinforcements, Sweden yachts' specially-developed steel beamchain plate, teak decks and cockpit. She's a sloop with a 107 per cent genoa on an electric furler and gennaker, Anderson winches, mainly Raymarine instruments and a 55hp Volvo Penta with sail drive.

There are two double cabins aft and an owner's en suite forward.

The owner says: "She is a joy to sail in and to live on as she is well-equipped and beautifully finished."

The seller is asking that the boat's name be retained after she's sold.

● berthon.co.uk

LOA: 46ft 3in (14.1m)

Beam: 12ft 10in (3.9m)

Draught: 6ft 11in (2.1m)

Year built: 2007

Berths: 7



THE DESIGNER

Jens Ostmann

The yacht's designer, Jens Ostmann, explains the three most important characteristics he focused on: "Sweden Yachts' 42 is designed to be a high performance easily-handled yacht, to look beautiful and smart, and be perfectly balanced.

The sheer line is drawn, regarding bow height, stern height and horizontal curve, to give a good balance between the fore ship and the stern, both at the dock and when sailing. The section above the waterline is chosen to create performance and style. The steep bow together with the fine entry bow lines give low wave resistance, and a lot of effort, calculations and experience have gone into the balance."



KIRIE FEELING 446 | FREESTYLE

This 446 is an older model of the popular, sporty-looking cruisers from France, designed by Philippe Harle.

Feelings are known for being fast and comfortable sailing yachts. Some 446s had a four-cabin layout for charter but this one has three.

The forward cabin with queen-sized berth has a full hanging locker and two deck hatches for light and ventilation, and there are twin port and starboard aft cabins, plus two heads — one forward and one aft.

The saloon has a forward-facing nav table and a large, solid elm table that converts into a double bed (there is also elm trim elsewhere below decks).

She has a reinforced GRP hull and sloop rig with behind-mast main furling system and a fin keel.

She was re-powered in 2001 with a 55hp Yanmar. More recent additions include a new backstay and Autohelm 7002 in 2011 and a Lowrance chartplotter in the cockpit.

● nybswansea.co.uk

LOA: 45ft 3in (13.8m)

Beam: 14ft 7in (4.4m)

Draught: 6ft 8in (2.0m)

Year built: 1989

Berths: 8

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COMMENT OF THE MONTH

Alarming engine issues

Like a lot of yachtsmen, I am sure I had a raw water failure while at sea recently. I failed to hear the over temp alarm fitted by Beneteau at the time but in any event the pump impeller by this time had long since failed. I had only replaced the impeller a couple of weeks before and had in the process used the spare I had on board. Oops!

We sailed back on to the mooring, fortunately without incident. But I was left asking what is the point of an alarm you can't hear?

I have now fitted an alarm used in forklift trucks when they reverse – the difficulty we had was finding a relay to activate it with the 0.08A we had on the Beneteau alarm panel. Eventually we found a relay made by Finder that works a treat. I also fitted a flow sensor made by Aqua Alarm in the US, between the raw water filter and the engine inlet.

These changes, I would suggest, are sensible and I fail to understand why they are not incorporated in the original build when the marginal cost would be negligible but would deliver a better and more sensible overall solution.

Barry Pointon, by email

PRIZE COMMENT

Our star letter wins a bottle of Old Pulteney Navigator, the genuine maritime malt distilled in the fishing town of Wick. inverhouse.com



Dusk scene at Newtown



As an ST subscriber, I much liked the double-page spread featuring a Hallberg-Rassy at sunset in the January issue. This prompted me to send the attached pic of *Swift*, a Hallberg-Rassy 42, at anchor in Newtown River in May this year. You don't have to go to the Med to find peace and beautiful sunsets – and we exhibit an anchor ball!

Richard Harrison, by email



RETWEET

We posted a video on Facebook of a whole tree being fished out of Hamble Point Marina:

On the Trent we call that a twig – **Chris Bush**

Wow. Don't expect it in

the Hamble. We get trees quite often in the Tyne! – **RYA North East Region**

One NY resolution – more sailing! – **Dennis Skaugrud (Facebook)**

@yabrfish: Hey guys! Tell us a little bit about what we can

expect from your next issue?

@SailingTodayMag: 30 years of transat rallies, Xc-42 & Viko 30 reviews, how to paint yr hull, Julian Mustoe interview...

@yabrfish: Awesome. Sounds like a good read, we'll pick it up.

YOUR PHOTOGRAPHS



● ABOVE

Silke Brandt sails (with four others) on a SM40 off Helsinki on a "gorgeous" September evening



● ABOVE

Derek Poole and his wife, who won our sailing charter with Sail Scotland, had a "fantastic experience" on the Crinan Canal and Sound of Jura on Gael Sail's Sadler 34

What's on

EVENTS | DIARY DATES | PLACES TO VISIT

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● bvispringregatta.org



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● gareth@atlantic2017.org



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- Predicting the future: offshore racing at the Olympics?
- Expert navigation tips: anticipating patterns



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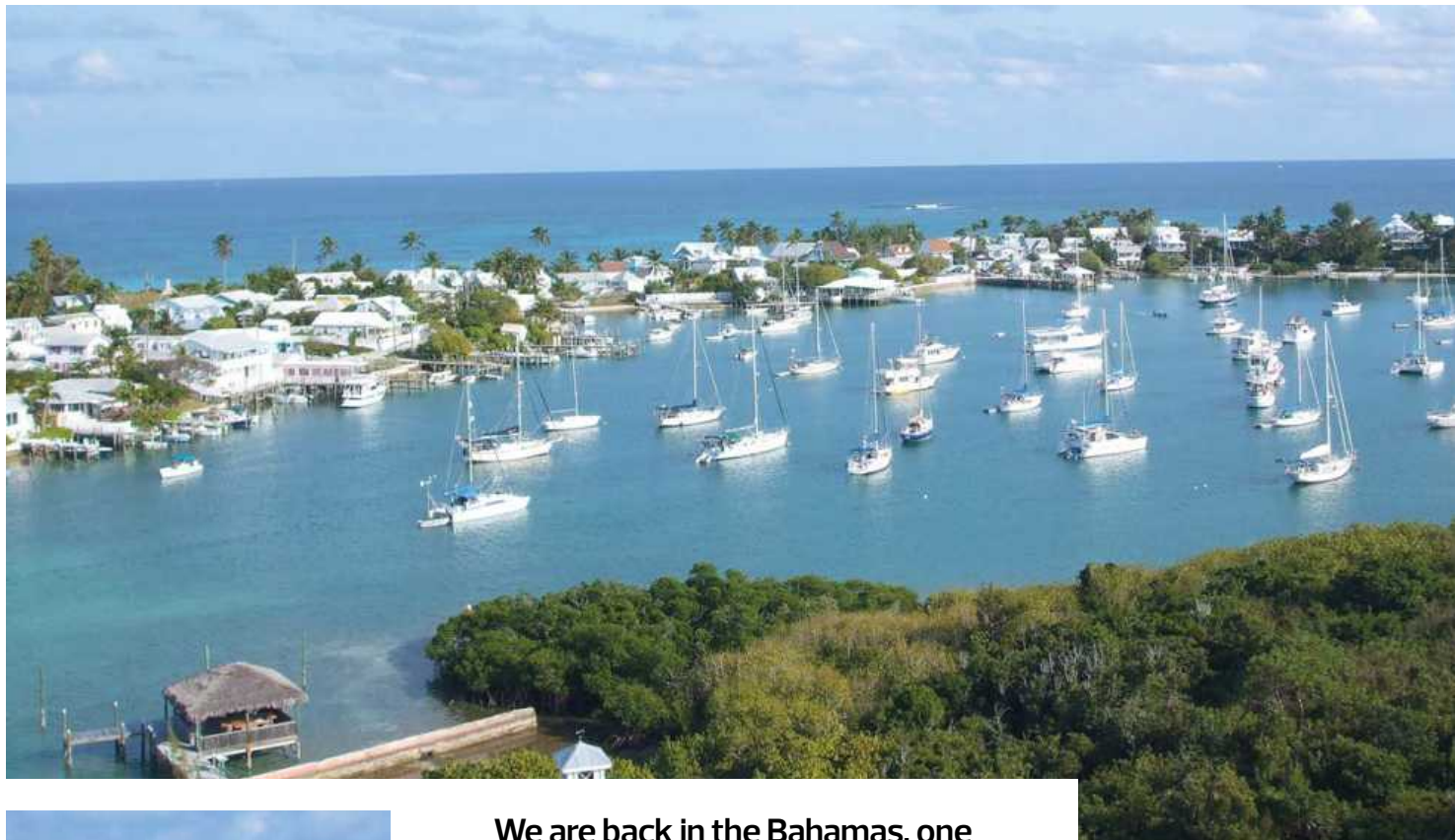
Dinghy surveying How to find a safe anchorage in uncharted waters

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Dispatches

BAHAMAS | AJAYA



We are back in the Bahamas, one of the best cruising grounds we've visited since motoring down a glassy calm English Channel in September 2008 and being walloped by a cold northeasterly gale in Biscay

In 2011 we arrived in Panama but with continued instability in the Western Indian Ocean we made the same decision as many others, to stay Caribbean-side and allocate our cruising time mainly between the USA's east coast and the Bahamas.

Cruising is whatever and wherever you want it to be – the Mediterranean, the Caribbean, or the Channel coasts of Britain and France in a good summer. All attract sailors dreaming of azure seas, safe anchorages, sunshine and cold beer.

The Bahamas has all those attributes. It also has friendly locals in hundreds of small communities, reefs for snorkelling or diving, stunning water clarity and some great fishing. The decision not to circumnavigate was a tough one and Marsh Harbour doesn't quite trump Bora Bora, but cruising isn't just about sailing thousands of miles to visit another exotic island or country. We've done that over the years and have the T-shirts, but right now we're happy in our Bahamian paradise. ✨



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